PACIFIC AND INDIAN OCEANS:

OR,

THE SOUTH SEA SURVEYING AND EXPLORING EXPEDITION:

ITS INCEPTION, PROGRESS, AND OBJECTS.

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DEDICATION.

TO THE TIPPECANO AND OTHER HARRISON ASSOCIATIONS OF THE CITY AND STATE OF NEW-YORK.

FELLOW-CITIZENS,

When I had prepared and arranged the materials contained in this volume, the question occurred to me, To whom shall I dedicate my work? Who will value it most? Whose sympathies will last the longest? The answer was in my heart, the great body of those popular associations, with whose patriotic efforts I have taken some part in the late glorious triumph of the many over the few—of principle over power.

When deprived the privilege of accompanying the expedition, even as a volunteer at my own expense, I have no doubt a bitter smile was on my lips, and that my countenance wore a melancholy cast, derived from reflections somewhat akin to that of the philosophic Jaques, "compounded of many simples extracted from many objects, and, indeed, the sundry contemplation of my labours; which, by often rumination, wraps me in a most humorous sadness;" but no one heard from me either murmur or complaint. Inured to hardy culture, and self-relying from my boyhood, I have now no personal wrongs to be redressed—no complaints to utter—no sympathies to ask! Indeed, when the vessels composing the exploring squadron weighed anchor at Norfolk, I looked on with aspirations for their success; it was the expedition for which I had laboured, not a place in it; and I felt as one whose triumph was complete, save only that the scientific corps had been mutilated, and Commodore Jones and other competent officers, in effect, driven from the command. But an executive and his secretaries, who have shown themselves thus incompetent or unwilling properly to fit out a scientific and maritime enterprise, the Tippecanoes have dismissed from power; and it is for this service I present to you this slight testimonial of my esteem and gratitude.

Taking, however, as I can at present, a calm review of the past, it is in no partisan spirit I make this dedication. The expedition itself was no party measure; liberal-minded men of all parties
supported it; the intelligence and science of the country sustained it; as good men of all parties have aided in swelling the recent triumph of liberty over despotism; of right and justice over wrong and oppression; not of citizen over citizen, but of the people over their rulers, who had forgotten the people, the source of power.

Fellow-citizens,

The irresistible energies of a free people can only be called forth and directed, on great occasions, through popular associations among themselves, which should arise with the emergency, perform their mission, and then sink into an unsleeping repose. It has been so in this instance. The great beginning was at Columbus, Ohio; then followed the national convention at Baltimore, the Fort Meigs celebration, the gatherings on the old battle-grounds of Tippecanoe, Bennington, and Bunker’s Hill; our state conventions at Syracuse and Auburn; the great assemblies at Macon, Georgia, and Nashville, Tennessee; at Yorktown and Richmond, Virginia; at the celebrations of the battles of the Maumee and the Thames in our own city; besides, almost every county and town in the Union has had its gathering of the people, freely, fearlessly to discuss and pass upon the mighty issue before them; and full of moral grandeur, yea, of deathless sublimity, has been their decision, unattended by the clash of arms, unstained with blood, unheralded by the stormy voice of war.

Fellow-citizens,

That you have borne an honourable part amid the heat and dust of this great contest is conceded by your brethren in every part of the Union. It is proper and becoming, therefore, that you should rejoice; but, let it be with moderation, and in the spirit of kindness and forbearance towards your opponents. Power, in the hands of the majority, should always regard the rights of the minority.

That the fruits of your efforts may be gradually but permanent-ly to restore confidence between man and man; breathe a new and healthy spirit into commerce; give employment and adequate reward to honest industry; securing and dispensing alike to all freedom of thought, freedom of action, freedom in the prosecution of their business under a moderate, wise, and paternal action of the general government, is the sincere wish of your obedient servant,

J. N. R.

New-York, March 4, 1841.
I do not subscribe to the common opinion that “no one reads an introduction.” At any rate, I am satisfied that no one reads a book with the same advantage who does not begin with the introduction. From this source the reader may usually gather an idea of the author’s general plan, and the motives which induced him to submit his production to the world: points of no little importance to the right understanding and proper appreciation of his work.

There is no pride of authorship to be gratified in the publication of this volume. For the years I have devoted to a cause of magnitude and public utility, at home as well as in scenes of wild adventure abroad, I have never sought, nor is it possible I could receive, a higher reward than that of having my labours fairly judged by my countrymen. The tardy action of two secretaries—the one imbecile, and both vindictive—in fitting out an expedition authorized by repeated acts of Congress, went far to weary and disgust the public mind; but the folly and malice of those intrusted with its organization detract nothing from the importance of the enterprise itself. To promote the cause of human knowledge is the duty of civilized man; all are bound to contribute to its advancement, while none can claim an exclusive monopoly of the treasures unfolded in its progress. When the intelligence of the munificent action of Congress reached England, the Geographical Society of London was in session, and, on the circumstance being announced from the chair, it was received with the most enthusiastic applause. Stimulated by the noble liberality of our national Legislature, the governments of England and France—using, in part, the very information contained in this volume—have fitted out similar expeditions. The Lion, the Lily, and the Stripes and Stars have floated on the same breeze, under the same constellations; the ships bearing the two latter ensigns having made the Southern Continent on the same day.

On the 3d of April, 1836, I delivered, in the Hall of Represent-
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/native, before the members of that house, the discourse which forms the first part of this volume. In that speech I attempted a rapid and comprehensive review of our maritime enterprise and its results in the South Seas, Pacific and Indian Oceans; a glance at the vast field that still lies open before us; at the great commercial and scientific interests involved; the means by which those interests might be extended and secured by the expedition now out, and by others which the good policy of the government will yet cause to be fitted out. I am aware that more might have been said upon the subject, and the whole better said; and I doubt not the reader will add new arguments to mine in favour of the great national enterprise which in that discourse I endeavoured to shadow forth.

The learned societies of the country embarked, as was naturally to be expected, zealously in the cause; not only by casting the weight of their associated influence in its favour, but by volunteering their individual time and attention to every part of its organization, where their labours or advice could contribute to render the preparations for scientific inquiry thorough and complete. They saw in it the prospect of rich returns, which must necessarily give a new impulse to the cause of science in this country, and, at the same time, do much to rescue us from the imputation cast upon our national character, that we were pensioners upon the bounty of other nations in regard to maritime and scientific knowledge, and had never put forth a particle of our strength or expended a dollar of our money in contributing to the common stock.

The letters from these distinguished individuals follow next in order to the addresses before Congress, and will be found to have a direct and luminous bearing upon the great objects of the expedition. In some of them my friends have used language in reference to my humble labours which it might be thought vain in me to publish; but I have no right to garble their letters, and therefore give them entire. I can, however, assure my readers that a ten years' campaign in this great field of enterprise, with the vicissitudes of hope and fear with which it has been checkered, has taken away much of that susceptibility of feeling which is affected by praise or blame.

The next portion of the work, comprising nearly one hundred and fifty pages, under the various heads of Memorials, Resolutions,
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Reports, Pacific and Indian Oceans, Samuel L. Southard, Committees on Commerce and Naval Affairs, Final Passage of the Bill, Speech of Mr. Harmer, of Ohio, &c., &c., will be found to exhibit in the most honourable light, not only the liberal and persevering action of Congress, but the unanimity and enthusiasm with which the intelligence of the country sustained the action of that body.

The controversy between the late secretary of the navy and myself succeeds, and may require a few words in the way of introduction. The law authorizing the expedition received the sanction of Congress May 14, 1836. The action of the executive was prompt, as will be seen from the following official and semi-official announcement.

"Washington, June 9th, 1836.

"My dear Sir,

"About to leave the city for a short time, and feeling a lively interest in the Exploring Expedition directed by Congress, and more particularly from the great solicitude expressed by all the members of Congress that it should be sent out as early as possible, and more particularly as the executive is anxious that nothing should be wanting on our part to secure its success, and, if unsuccessful, that no blame should rest upon us, it is my desire that ample means, as authorized by Congress, be furnished, and prompt measures taken to prepare and complete the outfit. To effect these objects, let Captain Jones be informed that, while he will be responsible for the due execution of the project of the enterprise, the proportion of the means, the selection of the officers and agents, &c., and a general superintendence of the outfit under the secretary of the navy will be with him. That these views may be carried into full effect, I desire that the secretary of the navy order Captain Jones to repair to Norfolk and New-York stations, there to confer freely with the commanding officers of those stations touching the arrangements and equipments of the ships and other vessels which are to compose the expedition; and that Captain Jones may be instructed to enter at once into this business; and that Captain Jones, with such other officers as are or may be selected for this expedition, as may be necessary, be ordered to open rendezvous for recruiting their respective crews. That harmony may exist, I would suggest the propriety that no officer should be
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selected to whom Captain Jones should have well-founded objections. With these arrangements, should the expedition fail, the responsibility will rest with Captain Jones, and not with the Department.

"I am, with great respect, your most obedient servant,

"ANDREW JACKSON.

"To the Secretary of the Navy."

[From the Washington Globe of July 13, 1836.]

"Surveying and Exploring Expedition to the Pacific Ocean and South Seas.

"We learn that the President has given orders to have the exploring vessels fitted out with the least possible delay. The appropriation made by Congress was ample to ensure all the great objects contemplated by the expedition, and the executive is determined that nothing shall be wanting to render the expedition, in every respect, worthy the character and great commercial resources of the country.

"The frigate Macedonian, now undergoing thorough repairs at Norfolk, two brigs of two hundred tons each, one or more tenders, and a store-ship of competent dimensions, are, we understand, the force agreed upon, and to be put in a state of immediate preparation.

"Captain Thomas Ap C. Jones, an officer possessing many high qualities for such a service, has been appointed to the command; and officers for the other vessels will be immediately selected.

"The Macedonian has been chosen instead of a sloop-of-war, on account of the increased accommodations she will afford the scientific corps, a department the President has determined shall be complete in its organization, including the ablest men that can be procured; so that nothing within the whole range of every department of natural history and philosophy shall be omitted. Not only on this account has the frigate been selected, but also for the purpose of a more extended protection of our whalingmen and traders; and to impress on the minds of the natives a just conception of our character, power, and policy. The frequent disturbances and massacres committed on our seamen by the natives inhabiting the islands in those distant seas, make this measure the dictate of humanity."
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Thus it will be seen that the plan of the expedition had been adopted, and the force to be employed agreed upon. The duty of the secretary of the navy was a plain one—simply to execute the law. October came, and although many orders had been given, and some bustle in the way of preparation manifested by the department, the expedition was not half ready for sea. The session of Congress followed, and the time of the secretary, which should have been directed to the fitting out of the squadron, was employed in making official reports, and in personal efforts to mislead Congress, and induce that body to withhold appropriations for the Macedonian, if not for the enterprise entirely. In this design the secretary was defeated. The plan and force agreed to by the President met the views of Congress, and the expense of fitting out the Macedonian was included in the appropriations for the ensuing year. Preparations were now renewed, and were kept hobbling along, with fair professions, but without sincerity of effort. The feeble health of President Jackson towards the close of his term greatly retarded the progress of the arrangements. He frequently, however, interfered, and caused the secretary, though unwillingly, to hasten his movements. The country owes President Jackson much for the lively interest he took in the expedition up to the last moment of his official term. That the new president, Martin Van Buren, infused no new energy into the reluctant secretary, may be inferred from the fact, that thirteen months after the measure was authorized, and three months, less one day, after Mr. Van Buren had assumed the duties of his high station by swearing faithfully to execute the laws, we find a plan concocted to form a commission of officers, not only to decide upon the qualities of the vessels, but to inquire and report how far the will of Congress could be contravened, and the operation of its acts suspended, by a withdrawal of part of the force decided upon. To effect this object, the secretary addressed a formal note to President Van Buren, under date "June 5th, 1837," in which he says, "I deem it my duty to lay before you a statement of the condition of the South Sea Surveying and Exploring Expedition, and its effects in affording adequate and prompt protection to our commerce."

Commodore Jones had made an experimental cruise with the squadron, and had reported, as the secretary admits, his entire confidence in the fitness of the vessels, suggesting only some slight
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alterations. Yet, in the face of this testimony, the secretary says, "Although Commodore Jones has great confidence in the efficiency of the vessels, yet many other officers of the navy have not; on the contrary, I believe there is a general want of confidence in them, as well as in the success of the expedition, under its present organization." Then follows a lugubrious wail about the incapacity of the department to afford protection to our commerce in other parts of the world, and to fit out the expedition at the same time; "more especially," says the secretary, "if we are to add another vessel (a small schooner) to the exploring squadron;" and yet, let it be borne in mind, he was at this very period preparing to show his teeth to the French minister of marine. "It therefore," continues the secretary, "becomes a matter of great importance and responsibility to inquire if the force intended for this expedition cannot be reduced in its armament of ships and men." He accordingly begs the president to authorize the department to cause these inquiries to be made by experienced officers of the navy, and to report the result for the president's decision. This extraordinary communication, extraordinary both as to its time and nature, was returned with the following no less extraordinary endorsement upon it

Washington, June 5th, 1837.

"The Secretary will cause the inquiries recommended by him to be made by referring the subject to a Board of Officers, to be composed of Commodores Chauncey, Morris, Warrington, Patterson, and Wadsworth, to examine and report on the same.

"M. Van Buren."

To the board thus constituted, the secretary, upon the pretended authority of officers of the navy, whose names have never yet been given to the public, gave his Jesuitical instructions, June 8th, 1837. I was in Norfolk at the time, but repaired to Washington immediately on hearing of these movements, and, in an interview with the secretary, entered my protest against the course he was pursuing. To President Van Buren, whom I also saw, I spoke plainly of his secretary, and pointed out the insidious character of his instructions to the board. The course marked out for me thenceforward was devoid of all perplexity. For more than two years I had witnessed the treacherous conduct of the secretary, and
had borne in silence his unprovoked hostility to myself. I had seen, with deep mortification, impediments wilfully thrown in the way of Commodore Jones, the particulars of which, in justice to that officer, I hope will one day see the light. I at once resolved to arraign the secretary at the bar of public opinion, regardless of all consequences to myself. Of this determination I informed a member of the cabinet on the eve of my departure for this city. If I have been severe upon the secretary in my letters, it will be seen that, in his defence, he waived the dignity of high station for the luxury of being scurrilous towards me. I have given him the benefit of that defence, by inserting his letters entire. With these remarks I refer the reader to the correspondence between "Citizen" and "A Friend to the Navy."

Of the remaining letters, addressed to Joel R. Poinsett, I have only a word or two to say; indeed, they explain themselves. When the support of President Van Buren could no longer sustain Secretary Dickerson against the current of public opinion and the almost universal censure of the press, without reference to party, Secretary Poinsett came in to perform his part; and I cheerfully leave the public to judge of the manner in which he performed his duty, and of the meed of praise to which he is entitled.

I have carefully noted all that has been made public of the movements of the expedition since its departure. Several of its best officers have returned, disgusted with the weakness, vanity, and overbearing deportment of its commander. We are told that a Southern Continent has been discovered. Sincerely did I rejoice at this intelligence; but mortification was mingled with my pleasure when I learned that our flag had coasted sixteen hundred miles of coast without a landing having been effected, and that, instead of planting the Stripes and Stars high on the mountain top—which any Stonington sealer could have done—the commander contented himself with detaching a few particles of rock from the floating ice around him.

The scientific corps, though labouring under many disadvantages, will return laden with rich treasures in science; and, on the whole, I think it may be fairly anticipated that the expedition will effect enough to show what might have been accomplished had it been permitted to depart unmutilated, and under more experienced and able supervision.
ADDRESS,

ON

THE SUBJECT

OF A

SURVEYING AND EXPLORING EXPEDITION

TO THE

PACIFIC OCEAN AND SOUTH SEAS

DELIVERED

IN THE HALL OF REPRESENTATIVES ON THE EVENING OF APRIL 3, 1836.

"The assembly to which I address myself, is too enlightened not to be fully sensible, how much a flourishing state of the arts and sciences contributes to national prosperity and reputation."—Washington's Message to Congress, Dec. 7th, 1796.
"House of Representatives, April 2d, 1836.

"Mr. Pearce, of Rhode Island, from the Committee on Commerce, reported the following resolution:

"Resolved, That the use of this Hall be granted to J. N. Reynolds, Esq., on Saturday evening next, for the purpose of delivering an address, on the subject of an Expedition, or Voyage of Discovery, to the South Sea and Pacific Ocean.

"The Resolution was agreed to."
ADDRESS.

Believing that it is the sacred duty of every member of society to contribute, according to his possessions, to the general treasury of knowledge, I have come, on this occasion, to cast in my mite; happy that I have something to offer, and humble that the offering is of no greater value.

At an early period of my life I imbibed a relish, perhaps accidentally, for books of voyages and travels, when I had not as yet seen the ocean. Though a dweller in the western forests, I could reason from effects to causes, and needed only the roughly sketched history of the early settlement of our country to convince me, that the maritime enterprise of our ancestors was an important element in the foundation of our subsequent power; and that whatever tended to increase the stimulus to exertion, and extend the field of commercial research, was to add more to our national resources, than to discover mines of diamonds, or heap our treasuries with coined gold. The analogy of the sister branches, agriculture and manufactures have come to our aid; and if when fields are run out, the farmer is obliged to till new ones; and if when markets fail, the ingenuity of the manufacturer is tasked to find others, surely he who can indicate to our rapidly increasing marine a new and untried sea, or an undiscovered island, where enterprise may be enriched, and the country acquire a footing, deserves well of his fellow-men.
Discovery, therefore, though the term be disguised by the mode of applying it, has added much to the success of every great interest in every country, and it is in this connection that we propose to show:

First, by a general outline, what our forefathers have done,—with the spirit they evinced;

Secondly, what our neighbours have accomplished; and,

Lastly, what remains for us to do, and the reasons why we should do it.

At the commencement of the seventeenth century, the settlements of American colonists were but so many watchfires along the shores of the Atlantic, whose light reflected upon the waters by the surrounding forests, invited the seafarer and emigrant, whether allured to our shores by the love of enterprise, or driven to seek refuge in a new world from the political convulsions of the old. In an incredibly short time they became acquainted, not only with the general outline of the coast, but also with our harbours, bays, and rivers, even to the nicest indentations, and with a hardihood and sagacious foresight which has no parallel in history, fitted out exploring expeditions to obtain a more accurate knowledge of our shores, when the Indian was prowling around their dwellings, and the population was scarcely sufficiently numerous to raise the necessaries of life. John Smith of Virginia, in 1614, six years before the pilgrims raised their huts on the sands of Plymouth, coasted along the shore from James River to Portsmouth, and surveyed the harbours and islands of New England. The pilgrims, too, though thinned by an epidemic to nearly half their number, hardly waited for a summer's sun, before they commenced ship-building, with the intent of exploring the southern coast, and trafficking with the natives.

In less than half a century, the amount of American tonnage was considerably increased, and had begun to excite, in a slight degree, the jealousy of the mother country, which was afterwards
so strongly manifested by her coercive acts. A reference to the records of the times will show, that in 1665, when the militia of Massachusetts did not exceed four thousand in number, she possessed eighty vessels of between twenty and forty tons burthen; about forty of between forty and one hundred tons; and twelve ships of one hundred tons and upward. New-York, likewise, having about this time fallen into the hands of the English, was aroused from her apathetic slumber, and like an awakened giant, conscious of inbred might, began to stretch her arms along the adjoining coasts and over the ocean, gathering up the richest products of the old and new world, and giving in return the first fruits of the almost untouched mines of our internal resources.

Those also whose inclination led them to become the pioneers of the wilderness, carried with them the same disposition, and next to the log hut, before making a wheelbarrow or a cart, they hollowed out a log to cross the nearest expanse of water, and commune with the settlers on the opposite side of the stream. But perhaps the ardour with which the colonists pursued the fisheries is the most striking feature in our maritime history, since it wrung reluctant praise from our enemies, and called forth the eulogiums of the most distinguished orators and statesmen.*

* On this subject, we cannot deny ourselves the pleasure of extracting a glowing fragment of eloquence from the gifted Burke, in his celebrated speech, delivered in Parliament, on American conciliation:

"As to the wealth which the Colonies have drawn from the sea by their fisheries, you had all that matter fully opened at your bar. You surely thought those acquisitions of value, for they seemed even to excite your envy; and yet the spirit, by which that enterprising employment has been exercised, ought rather, in my opinion, to have raised your esteem and admiration. And pray, sir, what in the world is equal to it? Pass by the other parts, and look at the manner in which the people of New England have of late carried on the whale fisheries, whilst we follow them among the tumbling mountains of ice, and behold them penetrating into the deepest frozen recesses of Hudson's Bay, and Davis's Straits; whilst we are looking for them beneath the Arctic circle, we hear that they have pierced into the opposite region of polar cold; that they are at the antipodes, and engaged under the frozen Serpent of the South. Falkland Island, which seemed too remote and romantic an object for the grasp of
These facts must show conclusively, that the elements of maritime enterprise have been from the earliest period of our history incorporated with the character of our people.

From this lucrative employment foreign commerce grew and flourished, and through this and the lumber and fur trade, was derived the circulating medium of the country; but still much of the trade of the interior was subject to many inconveniences from the difficulties of transportation. The increasing power of England, as manifested by the prosperity of her American colonies, was viewed by France with undisguised alarm, and was the principal cause of the first and second French wars, in which the main struggle was upon American ground. This put into requisition all the energies of the colonists, who, at their own expense, fitted out numerous privateers, which were the source of no less annoyance to the enemy than of wealth to their owners, and which contributed the most timely and efficient assistance to the mother country.

It was in this school of hardship, at an early period, that we acquired that naval science, and familiarity with the ocean, which soon after enabled us to compete with that power whose peculiar boast is that she rules the waves, and whose sons glory that their "march is on the mountain wave, their home is on the deep." It was by passing this trying ordeal, and braving the winter's cold national ambition, is but a stage and resting place in the progress of their victorious industry.

"Nor is the equinoctial heat more discouraging to them, than the accumulated winter of both the Poles. We know that whilst some of them draw the line, and strike the harpoon on the coast of Africa, others run the longitude, and pursue their gigantic game along the coast of Brazil. No sea but what is vexed by their fisheries. No climate that is not witness to their toils. Neither the perseverance of Holland, nor the activity of France, nor the dexterous and firm sagacity of English enterprise, ever carried this most perilous mode of hard industry to the extent to which it has been pushed by this recent people; a people who are still, as it were, but in the gristle, and not yet hardened into the bone of manhood."
and summer's heat in the probationary war with France, that we were trained by the wise hand of a superintending Providence for the war of Independence. Then it was, that from a state of utter debasement, we raised ourselves to the rank of a maritime nation, and with vessels equipped, for the most part by individual enterprise, made ourselves more formidable to English commerce than France with all her naval force had ever been. From the vessels captured, near two thousand in number, from the enemy, our army was supplied with clothing and ammunition at two of the most critical periods of the revolution; and Washington himself expressly says, that the army would have inevitably been forced to retreat, and perhaps disband itself when besieging Boston, had not two English ships, laden with military stores, been captured by Captain Manly in Boston harbour. This occurred when there remained but two barrels of gunpowder for twenty thousand men. Many other instances might be adduced to show how invaluable was the aid afforded by our infant marine at that eventful crisis in our past history.

At the close of the war, commerce began anew upon a more enlarged scale, and higher enterprise; but there were numerous obstacles in the way, until after the adoption of the federal constitution. Prior to that period, a committee of marine had managed all our maritime affairs, and their energies were often wasted in considering first principles, now so well established. In 1794, the first proposition for forming a navy was made in congress under the constitution. In 1798, all our naval force was called into requisition, and covered itself with glory; and subsequently secured the admiration of the world, in humbling the fierce corsairs of the Mediterranean. Thus our commerce had been in some measure protected, and our national honour defended, before the war of 1812.

While trammelled in the fetters of colonial dependance, the colonists had shown themselves eager to perform everything
within the compass of their abilities, to aid commercial enterprise; and not satisfied with the mere examination of dangerous shoals and sand-banks, had made scientific observations to enable the sailor to ascertain his course with greater precision and safety. Twice did they send scientific men to distant parts of the country, to observe the transit of Venus over the sun; and they accomplished their task with astonishing accuracy, considering how imperfect the instruments they used were, when compared with those of the present day. Since the Declaration of Independence, however, till the period of the last war, it is not known that government expended anything (if we except a small appropriation for the expedition to the Rocky mountains) in behalf of scientific or exploring expeditions.

Can any reason be assigned for this neglect? Perhaps it may be found in the peculiar state of our great interests at that exciting period. The agriculturist, viewing the constantly accumulating profits of the merchant, thought it useless to support any measure which might throw yet more wealth into his scale. The merchant, on his side, engrossed in the pursuit of wealth, could not stop to calculate dangers between him and his contemplated result; or, if he had, could he wait for their removal?

At this time there was but little competition among merchants;—each had enough to do. Soon after the French Revolution broke out, and the European nations were in arms, we had the carrying trade to ourselves, and accumulated wealth beyond the profits of any people in modern times.

But the golden harvest did not last long. In 1806, the exactions of the belligerent powers grew more oppressive, and our commerce met with many severe checks and embarrassments. The embargo of 1807 followed the Berlin and Milan decrees, together with the British orders in council, and non-intercourse and war ensued soon after. Our navy had not been increased in any degree commensurate with the extent of our commerce; and
accordingly, though it covered itself with glory at that trying period, it proved inadequate to the protection of our ships on the high seas, and we emerged from the contest with a commercial marine crippled and diminished to an alarming extent.

But no sooner had peace been proclaimed, than our commerce again flourished, and chartered every gale. The South Atlantic and Pacific oceans, where our enterprise had been checked, became our highways, and every estuary and river was again the resort of our hardy navigators. It is only with this new Saturnian reign that my dawn of recollection commences, and then only after some years of this prosperous epoch had elapsed. Not only had new channels of trade been opened by the persevering industry of our merchants, until the extreme east had been laid under contribution, but our fisheries had again extended from our coasts to the shores of Brazil, thence running the longitude to Africa, and around each cape throughout the great Pacific and Indian oceans, to the Maldives and the Isles of Japan. New staple productions of agriculture had likewise sprung up in the interval; and cotton, which had been introduced into this country several years subsequent to the Revolutionary War, as a mere botanical experiment, now became the most important article of commerce, throwing into a secondary rank bread-stuffs, tobacco, rice, and other articles formerly first in the commercial scale. The milder climes of the south had used cotton stuffs almost exclusively as wearing apparel; but not so the northern, till the improvements in machinery had so facilitated their fabrication that millions are now clothed in manufactures of this article. The sugar of the south, with the hemp and flax of the west, had by this time come into general use, and the upper region supplied bagging for the lower country. The manufacturers, after no small opposition from rival interests, began to influence national economy; and having succeeded in establishing themselves, were of no doubtful success. The march of internal improvements had
now commenced, with cautious and prudential pleadings on the one hand, and enthusiastic, uncalculating ardour on the other, and in its progress soon opened new markets for our agricultural and manufactured wealth. By these means, where the necessaries of life only were to be obtained, and those of the simplest kind, articles were required which but a short time before were deemed luxuries.

As the interior was travelling down, the seaboard was travelling up.

Everything was quickened by the spirit of progressive advancement, and the whole country felt the beneficial effects to the remotest village of our wide spread confederacy. We cannot, even at the risk of appearing fanciful, refrain from quoting an appropriate stanza from the productions of a native poet, which, though poetry, is not fiction, and though warmly coloured by a vivid imagination, is a faithful detail of facts. Speaking of the union of the lakes with the ocean at the opening of the Erie canal:

"The sire of ocean takes
A sylvan maiden to his arms,
The goddess of the crystal lakes,
In all her native charms.
She comes attended by a sparkling train,
The naiads of the west her nuptials grace,
She meets the sceptred Father of the main,
And in his heaving bosom hides her virgin face."

The capabilities of every spot were considered and measured by their productive results. No mind or body was idle; every one laboured to increase his individual means, and thus directly added to the resources of the nation. The bosom of the earth poured forth its abundance in proportion to the extent of commerce, and the demands of the manufacturing interest. The fables of the ancients became truths to us. They represented the earth to be filled with hidden treasures, which it was the high
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prerogative of genius and untiring perseverance only to obtain. We realize this fiction in the value which labour, guided by intelligence, imparts at the present day to the vilest substances, and most unpromising materials. The iron consumed every year, exceeds tenfold in value the precious metals produced by all the mines in the world. The ancients considered that a favoured land, where Ceres lived in harmony with Pluto; meaning, doubtless, that there exists an intimate connection between all the pursuits of life, when efficiently followed out; and where each member of a community labours in behalf of himself, in the benefit conferred on his neighbour.

It has been a part of the creed of some political economists, both here and in Europe, that it would be best for us as a nation, to remain, for an indefinite time to come, agriculturists, and suffer other nations to come and take the productions of our soil in exchange for their own manufactures. But this dogma, though enunciated so emphatically from the high places of science in Europe, and echoed by some otherwise sound politicians and true patriots among us, has been gradually losing ground, and has for supporters at the present day, few besides those who are so evidently under the influence of interested motives, that their arguments must appear vitiated to every impartial mind: and furthermore, if ever so plausibly maintained, they would fall to the ground from the fact that the genius of the people has never, from the commencement of the controversy, been in accordance with them. The nation, almost without any regular process of reasoning, but guided by an instinctive impulse, came to the conclusion that its labour, divided among the three great interests, was infinitely more productive than if confined to one alone; and nothing could prevent it from furnishing its own merchants, not only for the supply of domestic, but also of every foreign commodity. Feeling an innate consciousness that no labour was too great, nor enterprise too arduous, they set forth upon untried
voyages, and cut with daring keels unknown oceans, with the same hardihood that impelled them to pierce unexplored forests and tame the howling wilderness.

The sylvan nursery philosophy did not suit the high-toned feelings of our people, and with an impetuous rush they trod this Arcadian theory under foot. They saw that the little island, from which a goodly proportion of our ancestors came, had arisen from a speck in the ocean to the empire of its tides; and that now no longer the obscure spot on the outskirts of Europe, the

"Ultimos orbe Britannos,"

of the Romans, it directs the fate of nations who at first were dazzled by the display of its wealth, and awed by the eloquence of its cannon. With such an ancestral example, they would not remain contented with the character of tillers of the earth, however eloquently some Utopian enthusiasts might declaim upon the purity of a primitive people, and the contaminating effects of commerce and manufactures. They might read an hundred times the lamentations of the muse over the decay of villages, and the rise of populous cities; but, however the feelings might be interested, and the fancy warmed by the elegance of the style of such effusions, their arguments failed to convince the reason. Their pines had no sacred character which prevented them from being hewn down and fashioned into masts and spars. Nor were their oaks consecrated by any mistletoe to deter them from uprooting the monarch of the forest. A sober, business spirit is abroad, and neither Fauns nor Dryads can protect the grove when it is wanted for the saw or axe. It must fall if utility require the sacrifice. If any there be who mourn over these changes, we are not among them. The great branches of our national industry will constantly go on, destroying and recombining the elements of productiveness, till every atom is made to bear its
greatest amount of value, and the wildest speculations of the theorist are more than equalled by the reality.

It has not for years been difficult to discern the signs of the times. The watchword has been "onward!" and wonders exceeding the prodigies of ancient times have been the result. For the seven of olden time we can show an hundred, and these are but the earnest of our future achievements. How many distinguished individuals who have passed away, and like the prophets and kings of the Psalmist, have

"died without the sight;"

how many of our now deceased patriots, who saw with a superhuman prescience the rising glories of the western world at the period of its greatest gloom and adversity, have lamented that it was their lot to live when they did, and that it was not permitted them to antedate their existence, and behold the fruit of the garden they had planted, and fostered with their treasures and their blood! If such were their regrets, how great should be our exultation that Providence has cast our lines in such pleasant places, in such auspicious times, that to us it has been given to view the consummation of that national greatness and prosperity so confidently foretold; and that we see with our mortal eyes the development of that magnificent drama thus glowingly announced by a gifted mind:

"Westward the star of empire takes its way;
The first four acts already past,
The fifth shall close the drama with the day;
Time's noblest offspring is the last!"

If this hasty sketch of our possessions, prospects, and resources, be not overdrawn,—and we feel confident that it is not,—surely it will not be out of place to pause a moment in our onward career, and inquire what we have done as a nation to add to the accu-
mulated stock of knowledge contributed by other nations for our benefit as well as for their own. The inquiry is brief, and the answer is at hand. By us no step has been taken to add even to the science of navigation. The great improvements in mathematical instruments, which have made the path of the mariner in the darkest night, and amid rushing tempests, as easy to be ascertained and followed as a paved street in a populous city,—these improvements, of which we daily and hourly reap the advantage, were brought to light by the liberality of foreign governments, and we still continue to sail by charts we have had no hand in making. Bowditch, the Blunts, and a few others, have done somewhat in aid of navigation,—much, indeed, for individuals; but our government, from which alone any extended and efficient assistance can proceed, has done absolutely nothing. Perhaps the present laudable labours in perfecting a survey of our own coast, should exempt it in some measure from this unqualified censure; but when we reflect that this measure was recommended during the administration of Jefferson, and though urged and reurged for a long succession of years, has only a short time since been taken in hand, we think ourselves justified in affirming that much of the merit we might be disposed to assume has been neutralized by this prolonged and inexcusable delay. Thus it is that we are at this eleventh hour of the day employed in obtaining an accurate knowledge of our own coasts, when we are the second if not the first commercial nation, and have more tonnage than all the nations of Europe when Columbus discovered this continent, and when our navy, small as it appears in point of numbers, has more effective force than the combined fleets of the old world at that period.

What other nations have accomplished is everywhere to be seen; in books, maps, charts, and in the collections of our commercial libraries. Even Spain, while guided by her exclusive interests, and burdened with destructive monopolies, while her
power was respected in the east and extending in the west, made many contributions to geographical knowledge in the construction of numerous charts, characterized by great accuracy. Indeed, to give a history of discovery is to sketch a living picture of the universe, the great outlines of which have been progressively drawn, and many advances made in filling up and imparting the lights and shades to the picture.

The Italians and Portuguese, equally adventurous, but far better informed, ventured boldly upon the high seas, and made many important discoveries. The Danes and Norwegians, undeterred by the cheerless aspect of the Arctic regions, pushed into the north, and planted colonies upon the ice-girt shores of Greenland. On every side the barriers of prejudice were trodden down. The temperate zones were no longer deemed the only habitable portion of the globe. The torrid zone, instead of enclosing sandy deserts, scorched up by the intolerable heat of a vertical sun, was found to teem with organic life, and to possess a population even more dense than that of the temperate zones, together with a soil equally well adapted to the support of animal and vegetable life.

The frigid zones were no longer begirt with perpetual snows, where nature, as if to amuse herself in the loneliness of her solitude, exhibited the wildest and most fantastic forms. Navigators advanced toward the north, and found that during the partial summer, plants grew, flowers bloomed, and that human beings made it their permanent residence and home throughout the year.

For a long time, however, after Galileo had taught the sublime doctrine that the earth was not an immense plain, bounded by the horizon, which itself was inclosed by some impassable barrier; and that the eighty millions of fixed stars which are visible through a good telescope, were centres of other systems, and not mere ignes fatui, created from inflammable vapours, lighted up each night by the hands of some kind deity;—yes, for a long time subsequent to this discovery, the knowledge of the most enlight-
ened nations was confined within the circumference of a few thousand miles in extent. At length Columbus taught the world the pathway to a new hemisphere; and other voyagers, at various successive periods, discovered New Holland, New Zealand, and the numerous groups of islands throughout the Indian, Pacific, and Southern oceans. With these discoveries commences the era of modern geography.

The very existence of the Pacific ocean was unknown to Europeans until 1513, when Balboa, a Spanish commander, guided by some natives, crossed the dividing ridge of the Andes at the Isthmus of Darien. It was now an important desideratum to open a passage by sea to this unexplored ocean, and thence by a new route to arrive at the Moluccas, and the East Indian possessions of the Spanish crown. It was for this purpose that Magellan set out upon his memorable voyage, for which he was fitted out by the Emperor Charles V. The results of this expedition proved him well suited for the prosecution of so bold a design.

In November, 1520, he succeeded in passing the straits bearing his name, and determining the southern limits of the new continent; and as he beheld the mighty expanse of ocean opening before him, is said to have shed tears in the fulness of his triumph and joy. The Pacific was traversed, the Spice Islands reached, and though Magellan himself fell ingloriously by the spear of a native, his successor in command returned in safety home, laden with treasures and the most curious and valuable productions of nature and art.

Thus terminated the most remarkable voyage on record, that of Columbus alone excepted. He stands alone, and at an unapproachable distance above every other competitor. To him belongs the undivided, unparcellled praise of having conceived and accomplished that which the most daring navigator had not the science to imagine, nor the moral courage to propose. Magellan,
however, can claim the high distinction of a rank second only to
Columbus, since he performed that which, though often attempted,
had never been accomplished.

When the particulars of this voyage became known, they pro-
duced, as was naturally to have been expected, much excitement
among the commercial nations of Europe, who were disposed to
look upon it as conferring a common benefit; while the jealous
and narrowminded court of Seville, wished to retain this new
route to the Moluccas as an acquisition exclusively its own. But
the maritime spirit was too thoroughly awakened among its rivals
to be repressed by any cunning devices of a jealous policy, or the
use of military force. The Hollanders soon doubled Cape Horn,
and the extent of the new world in the Southern Hemisphere,
with a number of its accessory islands, was accurately ascertained.

England rose like a sleeping leviathan from the depths of the
ocean, and after many struggles, became undisputed mistress of
the seas. In her long and hard contested endeavours to obtain
the mastery on the deep with Spain, Portugal, Holland, and
France, the science of navigation and ship-building received its
greatest improvements; and the knowledge of ports, islands,
rocks, and shoals, which was acquired for the furtherance of
mutual destruction, became invaluable on the return of peace, in
the prosecution of commerce and the arts of peace.

The more recent voyagers have not had before them the same
wide field for adventure, but they have not gained the less honour,
for they carried with them more science and more humanity.
The names of Cook, Byron, Wallis, Vancouver, Bligh, Flinders,
and the lamented La Perouse, are entwined with the earliest
associations of our youth; and their contributions to our knowl
dge of the islands of the Pacific and their "dusky tribes," are
various and invaluable. It was at this period when war, with all
its desolating effects, was raging between France and England,
that each of these countries sent out an expedition, whose sole
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object was the extension of the bounds of geographical knowledge; thus mingling the bays of science with the laurelled wreaths of martial glory. It is farther worthy of especial notice, as redounding infinitely to the credit of the French government, that upon its being announced that the expedition of Captain Cook was on its return homeward, laden with stores more valuable than gold, the collections in all departments of science and natural history, and the fruits of the three years' labours, the king published a proclamation, wherein, after reciting the objects for which the voyage of Cook was undertaken, proceeds to forbid any French subject from capturing or detaining him; but, on the contrary, commands them to grant every aid in furtherance of the ends of the expedition; thus paying a homage to science,—thus consecrating the flag of a rival nation by a perpetual flag of truce.

Since the general peace of Europe, the spirit of enlightened research has been actively employed, and great and valuable acquisitions have been the result. Russia has been engaged in prosecuting discoveries in every part of the globe. She has sent land expeditions into the unknown regions of Tartary north of Thibet, and under the shadow of the snow-capped range of Him-maleh and Imans, and into the interior of the northwest portion of our continent. Men of science have been commissioned to explore the northern boundary of Siberia, and to determine points on that extensive coast, hitherto of doubtful position. In the Southern Ocean her ships have penetrated as far as the 70° parallel of latitude, and discovered islands which had escaped the searching eye of Cook. They also boast of having rounded the Sandwich Land of that celebrated navigator.

The recent contributions of the French to literature and science, from the voyages of Freycenet, Duperre, Bougainville, and others, have been of the greatest value, imparting to geography and natural history an attic elegance, unapproached by any other people of past or present times.
England, however, stands preëminent as a nation in the noble zeal she has manifested for the furtherance of geographical knowledge. She is ever occupied with great objects, and ever doing great things. She seizes on the sciences as a tiger on its prey, and consults her own interests, and sometimes those of her neighbours, with noble expansion of thought. Her expeditions for the discovery of a northwest passage are familiar to all; and though unsuccessful in the attainment of their main object, have done much to perfect our knowledge of the geography of the northern regions. By these praiseworthy endeavours, the nation has gained something more substantial than renown; since, in addition to the lustre shed over the British name, the transfer of the whale fishery from East to West Greenland has yielded a rich return for all her expenditures, lavish as they had been. Not to particularize all the voyages undertaken within the last ten years alone, to promote the interests of science, by this enterprising, liberal, and philanthropic people, we will merely mention that of Captain Owen for the survey of the southeastern coast of Africa, and that of Captain King for the purpose of exploring the straits of Magellan, and constructing accurate charts of that hitherto almost unknown passage to the Pacific, as among the most useful and interesting. The benefit of the latter will be reaped almost exclusively by our own vessels.

At this moment, another enterprise to the Arctic regions is being matured in Great Britain. Before a recent meeting of the Royal Geographical Society, Sir John Barrow in the chair, a communication on the subject of further expeditions to the northern shores of our own continent, prefaced by a letter from Dr. Fitton, pressing, personally and in the name of the society, the expediency of such a measure, was read by Dr. Richardson. At various intervals during three centuries, England has exhibited strong interest in the discovery of a northwest passage; nor will she ever resign the investigation until the issue is certain. She
may be more or less active at any given period, as circumstances may control; but even if abandoned by the present age, succeeding generations will revert to the inquiry, till it be either crowned with success, or the discovery of an insurmountable barrier shall demonstrate its futility. Its object will be accomplished. The entire outline of coast may be delineated by land; the northern extremity of our continent will yet be doubled by sea. In the extent of coast from Behring’s Straits to Baffin’s Bay, about one hundred degrees of longitude are comprised; between the discoveries of Captain Beechy and of Captain Franklin, not more than six degrees; and say ten degrees between the latter and those of Captain Ross. The point attained by Captain Back gives us one degree more; and the space from thence to the southeastern extremity of Regent’s Inlet includes about 200 miles. With these exceptions the whole extent has already been traced on the map. There is no insuperable impediment to what remains to do. The subject has been submitted to the consideration of a committee composed of Barrow, Parry, Franklin, Beaufort, Back, Maconochie, Richardson, and Parrish; men distinguished for the highest traits of intelligence and enduring enterprise. By this committee we have no doubt the undertaking will be strongly recommended. Let them proceed. We yield them the north. For us a wider range, a nobler field, a prospect of more comprehensive promise, lies open in the south. Often, with reference to this subject, in conversation with otherwise well-informed persons, we have been asked the question, “What advantage has Great Britain derived from her endeavours to find a northwest passage, and what does she still promise herself in the prosecution of a design which, even if accomplished, can never lead to any practical benefit in carrying on the commerce of the world?” We answer that the question, cui bono? should never be put in affairs of this kind. Scientific research ought not to be thus weighed. Its utility cannot be computed in advance, but becomes apparent
when the results are made known. This is an immutable law of nature, and applies to all matters of science or invention, as well as to the progress of geographical discovery. On this point history teaches us an important and instructive lesson. Let us profit by it, and take courage in our own efforts. To the attempts made by England in a past age to discover a northwest passage, we owe the knowledge of North America itself; a result—and, be it remembered, a contingent result—pregnant with consequences which swell beyond the grasp of human computation. By the same exertions was opened the Hudson's Bay fur trade, one of the most valuable monopolies recorded in the annals of commerce. To these may be added the Newfoundland cod fishery, the whale fishery in Davis' Straits, and many other vast commercial and political advantages, derived from the same adventitious sources; sources from which Great Britain has obtained immense, almost incalculable treasure. Yet not one of these rewards of enterprise was anticipated, or formed an element in the calculation, when her Cabot, her Davis, her Hudson and Baffin, were despatched on their perilous voyages. Thus has it ever been; and thus, we venture to predict, will it be with us, in the great national undertaking, the importance of which we have now assembled to discuss.

Indeed, I do not believe that there is a record of a single voyage since the days of Columbus, or, even, since that remote period of fabulous history, when the celebrated son of Alcimede embarked on his daring expedition, the youngest and bravest of the Greeks sharing his toils and his glory, in search of the golden fleece, which does not contain in it the evidence of some contribution to the knowledge of mankind, worth vastly more than the cost of the enterprise!

On taking leave of this branch of our subject, in order to place in a yet more striking light and stronger contrast the efforts of other nations as compared with our own, we will state the simple
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but impressive fact, that when in the Pacific a short time since, we met with a Prussian discovery ship; and this, too, when that nation has scarcely an hundred tons of shipping to be protected in the whole Southern Ocean!

This is a hasty, and, from our limits, necessarily imperfect review of what other nations have done and are still doing, for the benefit of science and commerce in the field of discovery. That these voyages have not only conferred honour, but proved gainful by means of the new channels they have opened to commercial intercourse, will be denied by no one who reflects for a moment upon the diversity of the products of the earth's surface, and the facility with which they may be turned to good account in the trade between inhabitants of its more distant portions. We have not been slow in appropriating to ourselves the gains of such labours of foreign nations, until our commercial marine has become so extensive, that we must now look to ourselves for its protection.

It is to be found in the most unfrequented bays of the most distant and barbarous nations, on seas but partially explored, where no chart indicates the hidden rock or perilous sandbank, and everything depends upon a kind of instinctive, intuitive sagacity and foreknowledge of approaching danger, which nothing but a constant exposure to appalling hazards can ever give. To possess this quality, one should be, in the language of Byron, "a child of the sea;" and it is only necessary to hear one of our own hardy sailors recount his adventures from boyhood upward, to have the history of thousands and tens of thousands of the same hardy population, brought up to lay their hands upon the mane of the combing wave, and wanton in the rock-chafed billow. In every part of the earth's circumference where a keel can go, our countrymen are to be found, gleaning the molluscous treasures from the coral reefs in equatorial climes, and even venturing into the interior of benighted Africa, though not like Denham, Clapperton,
and the Landers, for the purpose of laying open the source of the mysterious Niger, but to drag the huge rhinoceros from his marshes, the ponderous elephant from his groves, and seize the Numidian lion in his lair; and not only have our zoological institutions been thus supplied for the gratification of the curious visitor and the student of natural history, but numbers have been sent from hence for the supply of the European market!

With these observations we proceed to the consideration, not of what we have done, but of what we have so long been promising to do. We mean a naval enterprise, or voyage of discovery, to be fitted out in the best manner, with every scientific appliance, at the public expense, for the sole purpose of increasing our knowledge of the Pacific and Southern Oceans, where our commerce is now carried on, as we shall be able to show, far beyond the bounds of ordinary protection.

As early as the session of 1826–7, a proposition for fitting out an expedition of this nature was brought before congress.* It was recommended by numerous memorials, embracing among others a resolution from the legislature of Maryland, a memorial from the governor and both branches of the legislature of Pennsylvania, a similar one from the state of Ohio, and various other addresses, petitions, and memorials, from many cities of the Union. The House appointed a select committee to consider the prayer of these memorialists; but, owing to the great press of unfinished business, and the exciting discussions which then absorbed the attention of the members, they had little leisure to consider the subject of a national expedition, however useful and necessary in itself.

Favourable opinions, however, were entertained by the committee with regard to the project, novel as it then appeared to the House and the country at large. The advocates of the measure

* Document No. 1.
did not anticipate any decisive action on the part of congress at that time; and the committee, willing to promote inquiry, and still further interest the public mind, moved a special reference of the whole matter to the Navy Department. In this proposition the House concurred.

During the interval between the first and second sessions of the twentieth congress, the subject of the expedition, and the objects to be attained by it, were often discussed in the journals of the day; and it is worthy of remark, that not a single press throughout the country raised its voice in opposition to the measure. The commercial portion of our community, and especially those immediately interested in the whale fishery, the fur trade, and the traffic with the South Sea Islanders, came forward in favour of the enterprise as one man. It will be seen hereafter what reason they had to complain of the tardy action of congress. They had been long subjected to losses, and exposed to dangers from which such an expedition would have saved them, and their memorials were accordingly strong in its favour. Other memorials proceeded from the legislatures of New York, Maryland, Virginia, and North Carolina; and their character and number were such as to claim from congress the most careful consideration of the subject. On their reference to the committee on naval affairs, its chairman addressed a letter to the secretary of the navy, requesting the opinion of the department respecting the expedition, and a project of a law authorising it. The answer of the secretary, the consequent report of the committee, and the other papers published during the session, contain a full exposition of the objects of the proposed enterprise at that period.*

The secretary, in his reply, says:

"I entertain the opinion that such an expedition is expedient. My reasons are briefly these:

* Document No. 2.5.6.7.8.
"That we have an immense and increasing commerce in that region, which needs the protecting kindness of the government, and may be greatly extended by such an expedition. Of the extent and nature of this commerce, it is not easy to write briefly, nor is it necessary. It is better known to none than to some of the members of the naval committee in the House of Representatives. The estimate of its value has been much augmented, in the view of the Department, by the reports which have been made, under its orders, by our naval officers, who have commanded vessels of war in the Pacific, and which are now on file.

"The commercial operations carried on in that quarter, are difficult and hazardous. They are correctly represented in the memorial of the inhabitants of Nantucket, to which I would refer, as well as to some of the many other memorials which have been addressed to Congress on this subject. It would seem wise in the government to render these commercial operations less hazardous and less destructive of life and property, if it can be done by a moderate expenditure of money.

"The commerce in the Pacific ocean affords one of the best nurseries of our seamen. An expedition, such as that proposed, would be calculated to increase that class of citizens—an increase in which the government and nation are deeply interested.

"We now navigate the ocean, and acquire our knowledge of the globe, its divisions, and properties, almost entirely from the contributions of others. By sending an expedition into that immense region, so little known to the civilized world, we shall add something to the common stock of geographical knowledge, which is not merely useful to commerce, but connects itself with almost all the concerns of society; and, while we make our contributions to this common stock, we shall not fail to derive the best advantages to ourselves, and be richly paid, even in a calculation of expenditure and profit."

On this view of the subject, thus perspicuously set forth, the
committee felt themselves called upon to give it a more careful consideration than had been bestowed upon it during the session preceding, and their report will show that they coincided fully in the opinion expressed by the Department.

Indeed, their report was drawn up with much labour, and was characterized by patient and extensive research; yet, great as the amount of our commerce in the Southern Ocean was shown to be, and important as were the interests requiring protection at that time, subsequent inquiry has proved that they fell far, very far short of the truth. The report was placed on the list of business to be acted upon; but, with many other important matters, at the close of a hurried and excited session, could not be finally disposed of. As the session was drawing rapidly to a close, it became evident that the action of congress could not be had on the bill; and it was at this time, 21st May, that the following resolutions were drawn up, and being accepted by the committee on naval affairs as a substitute for the bill, passed the House almost unanimously but a few days before the close of the session:

"Resolved, That it is expedient that one of our small public vessels be sent to the Pacific ocean and South seas, to examine the coasts, islands, harbours, shoals, and reefs, in those seas, and to ascertain their true situation and description.

"Resolved, That the President of the United States be requested to send one of our small public vessels into those seas for that purpose, and that he be requested to afford such facilities as may be within the reach of the Navy Department, to attain the objects proposed; provided it can be done without prejudice to the general interest of the naval service; and provided it may be done without further appropriations during the present year."

Thus terminated the action of the House upon the subject of the expedition. The specific character of the resolutions, viewed in connection with the numerous memorials expressing the senti-
ments not only of our commercial cities, but of the legislatures of states, comprising more than half the population of the union, and represented on the floor of congress by one hundred and twenty-nine members, imposed upon the department a duty clearly definable, and requiring prompt and decisive action. There was neither time nor pretext for further delay. Measures were accordingly adopted, and every preliminary step taken to forward the enterprise. Though no specific appropriation had been made, yet, by the tenour of the resolutions, the whole resources of the Department might be legitimately employed to promote it, since usage has admitted a yet bolder and wider range so long as the action of the Department has been directed to subserve the general interests of the service, especially if it did not require "additional appropriations during the current year." But another session was at hand; and the President, in his message to congress, dated December 1, 1828, recognized the importance of the measure; while the Secretary of the Navy, in his annual report to the Executive, gave an exposé of what had been done preparatory to carrying the views of congress into effect.

Thus, during the recess, orders had been given to repair the Peacock with a view to the expedition, and all necessary repairs had been made; officers of approved skill had been ordered to hold themselves in readiness, and were eager to be employed in the enterprise;—while suitable seamen were enlisted, and orders given to prepare the requisite books and mathematical instruments; and correspondence had been held with some of our most distinguished scientific men throughout the land, in order to facilitate the selection of persons to be attached to the expedition, and to aid in drawing up instructions. In a word, everything had been done which a prudent foresight could suggest, to render the expedition efficient for the protection of our commerce, and honourable to our common country.

The bill reported during the preceding session was now taken
up. It passed the House by a large majority, and nothing was wanting but the action of the Senate.

We understand it is not deemed in order to refer minutely to the proceedings of that body; it is sufficient for our present purpose to remark that the committee to whom the bill was referred, though conceding the importance of the proposed enterprise, differed among themselves as to the precise character the expedition should assume, and the time when it would be most proper to despatch it; and that before these and some other unimportant matters could be adjusted, the session drew near its close; so that the bill, or rather a modification of it, when at last introduced, was preceded on the list by such a mass of business, that it could not be reached by the Senate before its final adjournment. It was from this cause alone,—and not, as some have supposed, in consequence of a vote of the Senate,—that the bill was lost; since, to our certain knowledge, there were in that body at that time a decided majority in favour of the expedition.

Had it then been permitted to sail, well matured as it unquestionably was, results useful and honourable to our country must have followed in its train. That it did not sail has been a subject of regret to every enlightened mind in the least acquainted with the subject, without reference to party, profession, or sectional feelings.

The strong and pressing considerations which called for it at that period, have not been weakened by the lapse of years; on the contrary, they have increased in proportion to the augmentation of our tonnage, and the extent of our voyages into those distant seas. What was once known only by the information derived from others, has since been confirmed by personal experience, and by five years of adventures by sea and land, over a large portion of the earth's surface, embracing every clime, from the exuding tropics where reigns perennial spring, and where the green foliage scarce fades into the seared leaf before the swelling
bud again, bursts from its calyx, while the bough from which its beauties are unfolding is still bowed down by the weight of ripening fruit; to the sterile regions of eternal snow and "thick-ribbed ice," along the confines of the Antarctic circle. Yes, I repeat it! five years of adventure, with every opportunity of observation, have impressed upon my mind the strong and abiding conviction, that such an expedition as that now proposed, is called for by considerations of honour, interest, humanity, and imperious duty.

Is this the language of enthusiasm, excited by a spirit of wild adventure, unconnected with sober reality, and unsustained by well authenticated facts? If there be any of my hearers of this opinion, especially among those whose duty it is to investigate and decide on all matters of national concern, we must bespeak their attention for yet a few moments longer.

For a number of years after our whaleships had doubled Cape Horn, their voyages were made up along the Spanish Main. As their number increased, new grounds were sought, and portions of the ocean traversed which lay far from the usual track of merchantmen. In these untried paths, new reefs, new islands, and new dangers, were constantly encountered, and their situation noted down in the log-books and journals of vessels as they chanced to fall in their way. On their return to the United States, these discoveries generally formed a paragraph, which went the rounds of the press, and then sunk into oblivion. Often, however, it was seized upon by some European constructor of maps, and placed in the charts as an important acquisition to geography, but without mentioning the names, or alluding to the nation of the discoverers from whose individual exertions such information had been derived. For more than thirty years have these contributions to the common stock of knowledge been annually made, until the result presents a picture of more daring and successful enterprise than is to be found in the annals of any other nation. And this, too, has been as silently and unobtru-
sively progressing as the labours of the zoophyte, that motionless inhabitant of the deep, from whose accumulated exuviae the precipitous ramparts of calcareous rock are formed, until the coral reef, by slow degrees, rises above the surface of the ocean, and, becoming an island, blooms with the luxuriant vegetation of the tropics.

With the view of collecting and arranging the vast fund of knowledge, the scattered gleanings of a thousand voyages, I was arduously employed during the summer and fall of 1828; having visited Newport, New Bedford, Nantucket, and many other places where information was to be procured respecting the Pacific Ocean and South seas. The captains of whaleships were ready to communicate such facts as they had treasured up or recorded during their numerous voyages, and the owners were equally anxious to assist me in furthering the objects of my visits. I interrogated each navigator of those seas who chanced to be in port, with his log-books, journals, and charts, lying before him; and the topography of the whole range of seas from the Pacific to the Indian and Chinese Oceans, with the nature and extent of the fisheries, was the object of my special attention.

The information I obtained was drawn from purely original sources. Nothing was taken at second hand. Log-books which had been thrown aside for years, were overhauled and examined anew. Many facts were received from several sources, each independent of the other; and by this coincidence, the truth of the statements was corroborated and confirmed. The whole were concisely and systematically arranged under appropriate heads; and those voyages which were connected with a train of remarkable incidents, were considered with much attention, and taken down from the mouths of those present, or extracted from the original journals.

I was likewise enabled to collect much information from those engaged in the seal trade. The occupation of these men leads
them into seas far remote from the ordinary track of the whaler, and their adventures are of the most daring character. In vessels so small that they might seem unsafe for our coasting trade, or the navigation of rivers and inlets, they take the seal from the rocky shores of Patagonia, and the islands around Cape Horn, girt with a belt of perpetual foam, and range along the entire western coast of South America. Nor is their enterprise confined within these bounds, for they skirt the eastern and western shores of Africa, circle the islands of the Pacific, and, penetrating far into the Southern Ocean, have in some instances completed their cargoes close on the limits of the Antarctic circle!

In the course of these researches, many anecdotes came to my knowledge, strongly illustrative of the enterprise and success of our mariners. One, I trust, I may be permitted to mention in this place, since it shows our own national enterprise, and the liberality of Russia, in an enviable light; and exhibits one of those many acts of courtesy and kindly feeling which have been manifested by that great and powerful people.

The two discovery ships sent out by the late Emperor Alexander, to circumnavigate the globe, were becalmed in a thick fog between the South Shetland Islands and Palmer's Land, though much nearer the latter; and when the mist cleared up, they were astonished at beholding a small vessel of about fifty tons burden, between the two ships, which immediately ran up the American flag. The Russian commander displayed his own colours, and despatched a boat to the stranger vessel, with an invitation to the master to come on board, which was accepted, and in a few moments he stood on the Russian's deck. "What islands are those in sight?" inquired the commodore. "The South Shetlands," replied the captain; "and if you wish to visit any of them in particular, it will afford me pleasure to be your pilot." "I thank you," said the Russian commander; "but previously to being enveloped in the mist, we had a glimpse of them, and were felici-
tating ourselves upon having made a new discovery, when lo! the fog lifts and shows an American vessel alongside, whose mas-
ter offers to pilot me into port, where several of his own nation
lie at anchor! We must surrender the palm of enterprise to you
Americans, and content ourselves with following in your train.”
“You flatter me,” replied the captain; “but there is an immense
extent of land still further south; and when the fog is entirely
dissipated, you will have a full view of its mountains from the
masthead.”

“Indeed,” said the Russian; “then I am entirely anticipated in
my object, and I behold before me a pattern for the oldest nation
in Europe; since I here find the American flag, a small fleet, and
a pilot, instead of making new discoveries.”

After treating Captain Palmer in the most friendly manner, the
commander of the expedition, Stanjykwitsch, was so much
struck with the circumstance, that he named the coast Palmer's
Land, and it bears that name at present on the recent Russian
charts.

It was in company with this same Captain Palmer, during my
late voyage to the South seas, that I visited the whole of this
extensive group of islands lying north of the coast of Palmer's
Land, the extent of which neither we nor any subsequent naviga-
tors have as yet ascertained; though a British vessel touched at a
single spot in 1831, taking from it the American, and giving it an
English name!

To return from our digression, the report above referred to was
drawn up for the purpose of aiding (and may now aid) the De-
partment in the enumeration of the objects to be examined by the
expedition; and it remained among its papers in a manuscript
form until the last session, when the subject was again renewed
in consequence of memorials from the East India Marine Society
of Salem, and many other citizens interested in the trade of the
Pacific. To these was added a joint resolution of both houses
of the legislature of Rhode Island; and in answer to a call of the House, it was communicated by the Secretary, and appended to the report of Mr. Pearce of the Committee on Commerce, made February 7th, 1835.

To that report and the accompanying documents,* we would earnestly call the attention of those who doubt the expediency of the measure we advocate. There they will see fully set forth the labour to be performed by the expedition, and behold a picture of American enterprise unsurpassed in the commercial annals of any other people.

That the positions of the islands, as laid down by our whalemen, are determined with accuracy, we pretend not to assert; neither do these adventurous navigators themselves lay claim to any such exactness. The very nature of their pursuits almost precludes the possibility of such a result; their primary object being to take whale, and not to make discoveries. When, however, we reflect on the disadvantages under which they labour; unprovided with instruments of improved construction; often computing their progress by the run of the log alone, without allowance for the influence of currents, the force and direction of which they do not stop to investigate; it must be conceded that the information they have imparted is more correct and explicit than we could reasonably anticipate. But if these men have not the means and opportunity of noting with precision the geographical position of their discoveries, it is still less within their power to ascertain the capacity, resources, and productions, of the new lands. Whale-ships, lost in the process of examining a group of islands or a reef, forfeit their insurance. Even were this otherwise, time cannot be spared for such a survey; and thus a brief note in a vessel's log-book is frequently the only recorded notice of a dangerous reef, or a new archipelago. It is impossible, however, to
examine the reports of our South Sea whaling captains, without feeling the value of that mighty mass of rude materials with which they have furnished us. To have those materials carefully analyzed, and a work upon which confident reliance can be placed prepared for future use, is the bounden duty of government. The prosecution of these objects will constitute an important part of the labours of the expedition—labours which ought not, in justice, to have been delayed till now. Perhaps the silent and unobtrusive manner in which our great ocean concerns are carried on, may in some measure account for, if they cannot justify, the negligence of our government, in not watching with a more vigilant eye the interests of our civil marine, and protecting it more effectually by the strong arm of naval power. I put the question to every liberal-minded, intelligent individual, within these walls: is it honourable, is it politic or wise—waiving the considerations of humanity and duty—to look supinely on, while our citizens are exposed to shipwreck in seas, on coasts, and among islands, of which they possess no charts capable of guiding them aright, and to suffer them to be massacred by savages, for lack of such a judicious exhibition of maritime strength as would command respect by showing the ability to enforce it? And yet such is the situation of our commerce in many parts of the world. Does any one doubt the assertion? How was it, let us inquire, a few years ago, when news arrived of the capture of the Friendship, and the savage slaughter of a portion of her crew, on the coast of Sumatra? It is true the action of the Executive was, as it ever should be in similar emergencies, prompt and decided. The bows of the Potomac were turned toward the scene of insult and bloodshed, with an alacrity that showed in the Department no want of zeal to do whatever the national interest or honour required, no matter where the duty was to be performed. But had we the requisite topographical knowledge to direct the enterprise? No one, we presume, will venture such an assertion.
The Naval Board had not within its control a chart of the coast against which it was sending a heavy armament. The commander of the noble frigate had to rely mainly on the information he might gather on his way out; and when on the spot, according to the best charts he could procure at the Cape of Good Hope, he found the position of the frigate high upon the interior mountains of Sumatra, before he was within anchoring distance of its shore! Of the inhabitants, form of government, or its responsibility, nothing was known upon which definite instructions could be grounded; so that, as regarded the mode of seeking reparation, the commodore had no other aid than his own sagacity, and the few dim lights which the Department had the power to bestow. And where is this country of which we knew so little? Is it in some obscure, rarely visited corner of the globe? No. We are speaking, be it recollected, of the island of Sumatra, one of the largest of the Sunda Isles; of its coast at Quallah Battoo, where our vessels have carried on a considerable trade in pepper for the last thirty years, and where the nations of Europe prosecuted a lucrative traffic centuries before the commencement of that period. At the beginning of the present era, we had no less than thirty vessels in that quarter during a single season. The English and Dutch have yielded their cherished monopolies into the hands of our keen and far sighted merchants; in a word, the direct and indirect traffic with the Sunda Isles forms no inconsiderable item in the sum of our commercial prosperity; and yet how little information did we not long ago possess, of the particulars most essential to a safe intercourse with these semi barbarous inhabitants!

Nor is this the only region of importance, commercially, with regard to which our ignorance is shamefully apparent. The report before us offers evidence of a thousand similar instances at a single view. The Fegee Islands are a case in point. Where are they? What knowledge have we of their character and extent?
We answer in the language of the memorial of the East India Marine Society of Salem, Massachusetts; and if long practical acquaintance with those seas give weight to opinions expressed with relation to them, then is the extract we are about to quote entitled to your respectful consideration:

"Without attempting to designate the groups or islands most important to be examined, your memorialists would simply call the attention of your honourable body to one point, which may serve as an index to the rest:—the Fegee or Betee Islands. What is known of them? They were named, but not visited, by Captain Cook, and consist of sixty or more in number. Where shall we find charts of this group, pointing out its harbours and dangers? There are none to be found, for none exist. And yet have we no trade there? We speak not for others, but for ourselves.

"From this port the following vessels have been, or now are, employed in procuring beche-le-mer and shells, at the Fegee Islands, in exchange for which eastern cargoes are brought into our country, and thus contributing no inconsiderable amount to our national revenue: ship Clay, brig Quill, have returned; brig Fame, lost at the islands; ship Glide, also lost; and bark Peru, greatly damaged, and in consequence condemned at Manilla; brig Spy, damaged, but repaired again; brig Charles Daggett, bark Pallas, brig Edwin, ship Eliza, ship Emerald, ship Augustus, and brig Consul. The Charles Daggett has recently returned, in consequence of having a portion of her crew massacred by the natives. The ship Oeno, of Nantucket, was lost on one of these islands, and her officers and crew, consisting of twenty-four in number, were all massacred in like manner, except one.

"Thus, it must appear to your honourable body, that the losses sustained at this single point—to say nothing of the value of human life, which is above all value—would not fall far short, if any, of the amount necessary to fit out an expedition for the better
examination of such points in the Pacific ocean and South seas, as require the attention of government."

Numerous other groups of islands, of more or less importance, might be noticed in like manner, were it deemed necessary, and did time permit. Those, if such there be, whose doubts are yet unremoved, or who wish for more detailed information, can have recourse to the documents already in possession of the members of this House, and which abundantly set forth "what remains for us to do."

Allow me, in like manner, to invite your special attention to the elaborate report* made by the Committee on Commerce, during the last session, several thousand copies of which were printed and distributed throughout the country. It concludes as follows:

"The Committee, having thus fully presented the views and wishes of the memorialists, and noted the legislative action hitherto had upon the subject, deem it unnecessary to go into any prolonged arguments in the conclusion of their report.

"Other nations have deemed it wise to protect their fisheries, at all hazards, and by heavy expenditures. Some have sent out voyages of discovery, that had little or no commerce to be benefitted. Previous to the year 1770, the English, in their strenuous efforts to compete with the Dutch in the northern whale fishery, had paid in bounties not less than three millions of dollars; and down to the year 1786, the aggregate amount of bounty paid was not less than six millions three hundred and thirty thousand dollars.

"The American fishermen have received no bounty, and they are now pursuing their avocation in seas beyond the reach of ordinary protection. That places of refreshment may be examined, new channels of trade opened, and dangers pointed out, seems not only reasonable and just, but called for by considera-
tions of public interest; and it is believed that this can be best accomplished by sending out vessels expressly provided for this duty; while the demand on the public treasury will be small, compared with the good which may be accomplished.

"The late British expeditions for the discovery of a northwest passage, undertaken for scientific purposes, at great expense, nevertheless richly repaid the British nation for her expenditure, by transferring the whale fishery from East to West Greenland.

"In like manner, in addition to the specific objects to be attained by an expedition, many collateral advantages may be secured to the whaler and trafficker in the Pacific, and the sealer in the higher latitudes south.

"While your Committee, in coming to their conclusion in favour of recommending an expedition such as has been prayed for by the memorialists, have been influenced solely by commercial views, and place the policy of the measure solely on these grounds, they are not indifferent to the valuable fund of knowledge which may be gathered during the voyage; and which, properly analyzed and written out, may be interesting, not only to the American people, but to the whole civilized world."

What can be more liberal and decisive than the views and language of this report? There are no half-way measures and time-serving policy in it. And yet, enlightened and statesmanlike as it is, the subject was not, even at that time, before the Committee in all the strength in which it is capable of being portrayed. For since the report which put into the hands of the Department a more minute and accurate description of these seas than is possessed by the admiralty of any other nation, additional and important acquisitions have been made.

During our sojourn in the South seas, and more especially while in the Pacific, connected with our public service, we had frequent opportunities of seeing many of our whalers, and of learning from their own mouths the nature and extent of the dan-
gers they had to encounter. From them we learned the position of numerous islands recently discovered by them, and not yet embodied in any report.

These are discoveries which make little or no noise in the world; there is no long story, no spirit-stirring incident, no romance, attached to them; there is but a rock, a coral reef, or an island more in the midst of an ocean, where thousands already exist; and yet he who points out a rock, a reef, or an island, unknown before, is a benefactor to the human race. Nor is he less entitled to the appellation, who, after a careful examination, is enabled to decide that a rock, an island, a reef, or a shoal, is either misplaced on the chart, or has no existence. An insulated rock in the midst of the waste of waters, may, while its position continues unascertained, prove the cause of the most intense misery; and families deprived of parents and children, and merchants reduced from affluence to unaccustomed poverty, may ascribe their calamities to that hardly visible speck, mantled with rolling waves, and half hid with the foam of the tumbling breakers. Let those exult in their prosperity who are carried on joyously before its gales, and have not tasted of the bitter reverses which attend upon those who "go down to the sea in ships." The lesson of experience they have not learned, and would they never may; but they are from this very fact, to a certain degree, incapacitated from forming a just estimate of the importance of results such as we would accomplish. But if any heart-stricken parent or ruined merchant were to determine upon the subject now before you, how decisive would be his reply, and how soon would this expedition depart upon its errand of philanthropy!

In visiting that part of the ocean surrounded by the Society Islands, New Caledonia, and Solomon's Islands—indeed, the whole of that extensive tract embraced under the name of Oceanica—we find the mariner in constant danger of striking his keel against some point of coral rock, shooting perpendicularly upward
from an immense depth, and presenting, in every part, the germs of a new world, "or the magnificent fragments of an old one."

There the amplest fields for commercial activity have been opened, and are every day extending yet more widely, in the search after numerous productions of those remote regions, many of which have become articles of great value in the interchange of commerce; yet, there the madrepore, or coral insect, is very busy in rearing its vast superstructure to the surface; and the dark volcano, bursting from the depths of the sea, pours its broken fragments and molten lava above the level of the waters, and, by the decomposition of its surface, is rapidly converted into an island.

Over this vast sweep of ocean, speckled with more than a thousand islands, whose position requires to be marked more accurately on the charts, and one-half of that number not to be found on the charts at all, there are many groups inhabited by every variety of savage man. Around these, we have at this moment two hundred ships engaged in the whale fishery alone, measuring more than eighty thousand tons, whose cargoes, without taking into calculation the cost of the vessels and outfits, are at least two hundred thousand barrels of sperm oil, worth not less than six millions of dollars. I mean not, in this statement, to include the vessels on the way out with those at home, nor the tonnage dependant on the trade; but those known at this moment to be afloat in those distant seas.

But this statement gives only a defective view of our interests connected with the fisheries in those seas. Let us for a moment take a concise but comprehensive view of what those interests are. In doing this, we shall not speak of the capital and tonnage employed, and profitably employed too, among the islands, in that multifarious traffic, grown up within a few years past, and constantly extending. In the first place, the vessels employed: they are from various ports of the United States, as follows:
This immense fleet of four hundred and sixty sail, from forty distinct ports, scattered along the seaboard of seven different states, will average about three hundred and seventy-five tons each; making, in all, one hundred and seventy-two thousand tons of shipping—nearly one-tenth the whole tonnage of the United States.

The cost of these vessels may be put down from twenty to sixty thousand dollars each—say, on an average, forty thousand; which requires the employment of an active capital of eighteen million four hundred thousand dollars!

The exports of our fisheries were, during the past year, in whale and fish oil, seven hundred and seventy-three thousand four hundred and eighty-six dollars; in spermaceti, fifty-two thousand five hundred and thirty-one dollars; in whalebone, fifty-five thousand nine hundred and fifty-four dollars; in spermaceti candles, two hundred and eighty-four thousand and nineteen dollars: making, in all, one million one hundred and sixty-five thousand nine hundred and ninety dollars. Thus, not only supplying the home market, but deriving from other nations an annual tribute in reward of our own industry and far-reaching enterprise!

If we add to the above the capital and tonnage employed in the transportation of oil to Europe, in return cargoes, and in the coast
ing trade, with the property immediately connected with this business, the aggregate may be safely put down at two hundred thousand tons of shipping, and the capital directly and indirectly dependant on it at sixty millions of dollars! the annual gross income from five to six millions; and the number of seamen employed twelve thousand. There is no branch of business more important to a nation than such an investment of its capital. It is not the doubtful profit derived from the interchange of commerce, but treasure gleaned from the ocean. The fisheries, and their necessary *accompaniment*, ship building, have been the cradle of our naval marine from its earliest infancy; and they will continue to be so, even to the end. On the numbers and hardihood of the one, will depend, in no small degree, the efficiency of the other. England has experienced this for the last hundred and fifty years; other nations have been aware of it also, and have done all in their power to cherish and build up their fisheries. Ours, though twice swept from the ocean, have grown up in despite of our neglect.

Truly has it been said, that our great battle on the ocean has yet to be fought. Come when it may, and come it will, our fishermen will participate largely in it. The history of the past is an earnest of the future. From our colonial days to the present time, in every ocean conflict they have borne a double share, in proportion to their numbers, over every other class of our seamen. They are "precisely such men as the nation requires for times of trial and struggle." You cannot do without them. Soldiers may be trained in a day; sailors must be children of the sea. You may fortify our coast, plant heavy ordnance at points most exposed; but you will find no enemy so rash as to attempt invasion, who has not, in the first instance, become master of our seaboard. Twelve thousand men, accustomed to grapple with the mightiest monsters of the deep, inured to hardship and the vicissitudes of every clime, called by the exigencies of their country to the defence of its flag, on board our men of war, would of themselves form no inconsider-
able fleet; and terrible must be the struggle, and crimsoned the ocean with blood, before a hostile keel could pass this floating, breathing rampart of iron muscles and stout hearts, and gain possession of our shores!

No enlightened statesman, therefore, can regard with indifference, or as local in its character, a branch of industry which adds so much to the wealth of the nation, calls into existence, and gives employment to so many effective seamen. No true patriot, who has a mind to encompass the great objects of government, can withhold whatever of aid and protection the peculiar exigencies this important interest may require.

But let us descend from this high and patriotic view, and see what kind of plea can be made solely on the score of interest. From data entitled to full belief, it has been ascertained that every time our immense whale fleet puts to sea, there is required for victualling and outfit: flour, eighty thousand and forty barrels; pork and beef, seventy-nine thousand one hundred and twenty barrels; molasses, six hundred and twenty-one thousand gallons; coffee, five hundred and fifty-two thousand six hundred pounds; sugar, two hundred and fifty-six thousand eight hundred pounds; tea, one hundred and seventy-two thousand five hundred pounds; rice, one thousand three hundred tierces; duck, forty-six thousand four hundred and sixty pieces; cordage, eight thousand nine hundred and sixty tons; iron hoops, four thousand six hundred tons; copper, five hundred and fifty-two thousand sheets; (vessels coppered every voyage;) staves, ten million; whaling gear, consisting of harpoons, spades, cabooses, &c., one thousand dollars to each vessel, four hundred and sixty thousand dollars.

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<td>Molasses</td>
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Besides all these, large quantities of beans, corn, peas, potatoes, &c. are required in outfits.

Now, to what conclusion are we led by all these results? That the whale fishery is a local interest, carried on for the benefit of an exclusive few? Far from it. These fisheries reach the interest of every class of citizens in our country; their prosperity or adversity becomes that of our whole people. The owners of woodland, the axemen, the teamsters, the ship carpenters, coppersmith, blacksmith, manufacturers of cotton, rope makers, riggers, sail makers, cultivators of hemp, as well as the grazier and agriculturist—all have an interest in this branch of national enterprise. Besides, it is the safest ocean business that can be pursued; for it brings home no new diseases to destroy our population, no vices contracted in old and corrupt communities to poison our morals!

Surely, then, it is the bounden duty of the government to afford every facility to the merchant in these commercial enterprises, and to furnish him with adequate protection. This is a course dictated not only by a sound policy, but by every motive of humanity. The oft told stories of mariners shipwrecked in the South Seas are no fictions. Would to Heaven that they were! To enter into particulars of these disasters, would serve only to weaken the picture, since our limits will not allow of extended details; yet it is hoped that a few facts, briefly stated, will not be without weight, when considered in connexion with this subject.

The ship Oldham was taken by the natives of Wallis's Island, and her crew murdered. Previous to this, the American brig Chinchilla, engaged in taking biche-le-mer at the same place, experienced the same fate.

The ship Oeno, of Nantucket, was lost among the Feejee Islands, and the entire crew were supposed to have been put to death. One, however, the cooper of the vessel, escaped, and returned by a subsequent vessel to the United States. Since his arrival, intelligence has been received, which leaves no doubt that
a youth by the name of Swain is still alive on one of these islands. This information was derived from an English barque, which touched at that group in 1830. The lad came on board, in company with several chiefs, and represented himself to be the youngest of the Oeno's crew, and the brother of her captain. The English captain made every effort to procure his release, but could not prevail upon the natives to give him up, or allow him to depart; while their numbers prevented his recapture by forcible means. The truth of this statement may be relied on; I received it from a brother of the exile boy.

There has been a recent and most distressing murder at the Feejee Islands; the intelligence has been brought by the ship Cyrus, lately arrived at Edgarton. Three of the victims, the captain and two mates, had families at that place. The exact time when the horrid transaction was committed is not known. The ship had arrived at Oahu, in charge of the third mate, the only surviving officer, a young man about eighteen years of age. It appears the "Awaskonks,"* the name of the vessel, while in the

* Among the survivors of the massacre on board ship Awaskonks, who have at length reached home, is Daniel W. Wood, of this place, a young man scarcely out of his minority, the son of a worthy, afflicted, and infirm widow, whose reliance on his success in life was among her few remaining hopes. His sufferings from the terrible injuries inflicted by the savages at Baring's Island, no language can describe. He bears upon his person the indelible scars of five or six horrible wounds made by whale spades—weapons more formidable, and of keener edge, than perhaps were ever before employed by man against his fellows. These instruments, intended only for cutting and slicing the outer portions of the carcasses of whales, are of necessity extremely sharp at the anterior edge; the blade resembling that of a shingling hatchet, and terminating in an iron shaft and socket, into which is inserted a long and stout wooden handle. With such weapons, the reader may imagine, even if unacquainted with their structure, what mischief and atrocities may be perpetrated, when in the strong hands of lawless, perfidious, and incensed barbarians.

The principal wound of the sufferer is not yet healed. It is across his back, eleven inches in length, and three in breadth, extending to the left scapula, a part of which was cut off by the spade, and has since fallen out. The arm, on that side, is partially deprived of its functions. This wound, which compelled him to lie on his face nearly three months before his arrival at Oahu, exhibited unequivocal symptoms of mortifica
vicinity of the Feejee Islands, ran in near shore; when a large number of the natives came on board, in the most friendly manner, bringing bread-fruit and yams, which they presented to the captain and officers. They evinced great curiosity to examine and understand every thing they saw, particularly the harpoons, lances, and spades, in the boats; and, without the least suspicion of their evil intentions, Captain Coffin took these instruments out of one of the quarter-boats, and showed the chief who came on board the manner in which they were used in killing whales. While he was employed in doing this, he had occasion to step forward a moment: the instant his face was turned, a savage, who had a boat-spade in his hand, aimed a fatal blow at the unfortunate man, which severed his head from his body. A general rush was now made by the savages to overcome the crew; some of whom fled below, others aloft, and a part prepared to sell their lives as dearly as possible. The mate, after a desperate struggle, wrested the spade from the native who had killed the captain, and laid him dead on the deck; he then went below for a moment, but returned on deck, and fought until overpowered by numbers and killed. The second mate jumped overboard, and was killed in the water. A number of the crew fled aloft, to escape instant death. Mr. Jones, the third mate, after a severe struggle with the savages for the possession of a spade, was forced aft, and, seeing no other resource, dropped his hold; he being then the only white man to be seen on deck. Without arms, nothing could be done; and they were all in the after-cabin, the entrance to which was guarded by half a

—Nantucket Enquirer.
dozen stout natives, rendering any attempt to force it hopeless. He saw that the ship was completely abandoned to the savages, and the lives of the surviving portion of the crew entirely at their mercy. Desperate as his situation seemed to be, he resolved, if fall he must, not to do so without an effort to save himself and the vessel.

The only way to reach the cabin and obtain arms, was by passing down the main hatch, and removing a quantity of barrels, staves, and promiscuous lumber, which was closely stowed throughout the whole distance. This labour, under ordinary circumstances, would have required hours; but it was the last resort. His plan was formed on the instant. Dropping his spade, he sprang over and through the astonished savages, with an impetuosity not to be resisted, secured his way to the hatch. True to his purpose, he leaped down, and commenced cutting his way through to the cabin. His mental energies must have added greatly to his strength. The work was accomplished in a very short space of time; when, having removed and staved barrels and boxes, he pushed aside all obstacles, and entered the steerage, or forward cabin. Here was a man who had been for several weeks confined by sickness. Mr. Jones seized his own pistols, and placed them in the hands of the invalid, directing him to guard the gangway while he stoved a hole through the cabin door, which was locked, large enough to admit him, and secured the guns. Here he was detained in collecting ammunition, fixing flints, and loading. He soon prepared himself: his first shot up the gangway took effect, and the song of victory, which the savages had begun, was changed into a sound of wailing. The report of the gun to those concealed, and the fall of an enemy to those aloft, appeared like a call to the rescue. Jones continued to load and fire as quickly as possible; and his shots, though many of them at random, did much execution, especially in the canoes, which, as they approached the stern, were exposed to his fire from
the cabin windows. The men aloft now succeeded in setting the after sails, for the purpose of getting the vessel's head off shore. There being no man at the helm, and the savages masters of the deck, a sailor came down from the fore-top, loosed the flying jib, and hoisted the sail; while the rest braced the fore-yards in such a manner as to gain some headway from the land. Some of the seamen, who had concealed themselves, discovered the mate's track to the cabin; and six of them were occupied in loading the guns, and passing them to him.

One man, who actually leaped from the main shrouds, over the heads of the enemy, into the hatches, was severely wounded in his descent; and again, after obtaining a gun, from occupying too exposed a situation. After receiving the last hurt, he staggered back, saying, "Mr. Jones, I have lost my leg!" The mate bound up the limb, and he sat loading and passing muskets during the remainder of the conflict. A man was heard at the wheel, who, it appeared, was the chief. He could not be seen, but they fired random shots, the second of which entered his left side, passed through his heart, and out under the right arm. He leaped from the deck, and fell dead. The canoes still approached, and, for fifteen minutes longer, death was dealt in frightful forms to the astounded natives. Jones now determined to retake the deck at all hazards. Each man, with loaded gun, advanced to the gangway; as they went up, they met from those aloft the joyful announcement, "They are overboard!" Every savage had sprung into the water. The crew levelled their guns, and, as the enemy rose to the surface, gave them a parting volley, and immediately made sail. One short hour had deprived them of all their senior officers; reduced their number to fourteen, fit for duty; cost the savages a score of lives, including that of their chief; ruined the prospects of the voyage; and placed in command of a fine ship a young man whose courage and skill would make him an ornament to our navy.
Mr. Jones navigated the vessel through a portion of the most dangerous part of the Pacific, and, after a voyage of fifty days, brought her into the nearest port, and gave her up to the American consul.*

Almost every arrival from the Pacific brings some melancholy intelligence of shipwreck, mutiny, or massacre, among the South Sea islands. The schooners Honduras and Thetis sailed from the Sandwich Islands on the 9th of May, 1835, on a shelling voyage among the islands in the North Pacific. Shortly after leaving, a mutiny took place on board the Thetis, in which Captain Rogers and his mate were both killed while asleep on deck. The trading-master, or supercargo of the schooner, hearing the alarm, came from below well armed, and instantly attacked and slew the principal mutiner. He then took command of the vessel, and reached the island of Ascension, where the Honduras had before arrived.

The Honduras left soon after on a cruise among the neighboring islands. On the 23d of August, her foremast was carried away, and, being in want of provisions, she went into Strong's Island, one of the Kingsmill's group, lying in latitude five degrees twelve minutes north, longitude one hundred and sixty-two degrees fifty-eight minutes east. On the day of her arrival, while the vessel was filled with people, and the captain and eight men were on shore, the natives commenced an attack, in which thirteen men, including the captain and party on shore, were murdered. The mate, with the assistance only of a boy, finally succeeded in clearing the vessel of the savages, and worked her out of the harbour, though she grounded several times. He arrived at Ascension on the 3d of September last, in great distress, but shipped a native crew, and continued the voyage. On the 4th of January, the Honduras and Thetis were both at Honolalu.

* From that port she sailed for the United States, and arrived in June.
At Strong's Island was seen a whaling brig on shore, which had sailed from the Sandwich Islands fourteen months previously; no doubt she had been taken by the natives, and her crew murdered, or led into hopeless captivity. She was owned by a company of persons at the Sandwich Islands. Such has been the fate of many of our own vessels.

The same conveyance which brought this intelligence, brought, also, an account of the loss of the whale ship Independence of Nantucket, Captain Brayton. This ship is reported to be entirely lost on a desolate island. The crew were divided into two boats: the one commanded by the mate had arrived at Tahita. It was feared Captain Brayton's boat was lost.

Even the Friendly Islands, though long known, and often visited by our ships for refreshments, require the presence of our men of war. Several outrages have been recently committed by a chief in the southeasterly part of the group upon our sailors; and captains of vessels have in several instances been seized while on shore, and heavy demands exacted for their ransoms. I derived my information of this fact from one of the masters referred to, who was maltreated by the natives, and detained a prisoner for twenty-four hours, till he gave them a cannon with ammunition, and many other valuable articles, as the price of his liberty, and was at last suffered to return on board his vessel.

Alexander S. Joy, of Nantucket, informed me that upon visiting the Tonga group in 1833, he ascertained that there were captives on the islands, although he was unable to learn their number, or the circumstances under which they had been left. He also told me that there were three Americans on the Navigator Islands in the condition of prisoners to the natives.

Captain Kelly, of the brig Christopher Burdick of Providence, has in all probability been recently shipwrecked among the islands. He sailed from the United States on a trading voyage, and was seen by me at Valparaiso in 1831. The latest accounts received
from him are dated September 17, 1831, at Oahu, since when it was reported that he had been at Wallis's Island, and had left on a cruise about the middle of February, 1832. It was known that Captain Kelly intended to visit the Feejee Islands, and thence to shape his course southward, through the numerous groups lying in the direction of New Holland. Since that time no news have been received from him, and there can be no doubt that his vessel has either been wrecked, or taken possession of by the natives. In either case, the crew, or a portion of them, may be at this moment alive, and anxiously awaiting the arrival of some vessel to restore them to their country and friends. I saw at Nantucket, in October last, the wife of Captain Kelly, disconsolate and worn down by grief, with a young and helpless family around her. She can only offer her prayers that our government will despatch vessels to seek for her unfortunate husband and his hapless crew.

While I remained at Nantucket, I learned from a widowed mother that she had a son on the Feejee Islands. He had been cast away among them nine years ago, and had been for a long time given up by her as lost, when a short time since she received intelligence from him which he contrived to send by a whale ship that passed near the island he inhabited.

The loss of the ship Mentor, of New Bedford, is fresh in the recollections of all, since the distressing details have been copied into the columns of every newspaper in the Union. The vessel struck upon a ledge of rocks near the Pelew Islands, not laid down on any chart, and, after losing an officer and eleven of her crew among the breakers, the captain and remainder succeeded in reaching the islands, when they were made prisoners by the natives. Of their detention there, and subsequently at Lord North's Island, the barbarous treatment received from the natives of the latter place, the death of some, escape of others, as well as the condition of those left as hostages in the hands of the Pelew chiefs, present a thrilling picture of the vicissitudes to which the
mariner is constantly exposed, and which appeal to government with a force beyond the power of all language to portray.*

* Those islands which are located in the south-western regions of the Pacific Ocean, are known to some geographers by the general appellation of *Australasia*; while those which lie more to the east and north, are known by that of Polynesia. The latter include the Ladrones, the Caroline, the Sandwich, the Marquessas, the Society and the Friendly Islands, with all others connected with those groups. Immediately to the west of this circuit are the Philippines, the capital of which is Manila. They are said to comprise eleven hundred in number; but some hundreds of them are very small, and they are all nominally subject to the Spanish government at Manila. The natives of these islands are known to be affable, hospitable, and honest; cultivating the soil with industry and skill, and subsisting chiefly on rice, cocoa-nuts, and salted fish.

Nearly a thousand miles to the eastward of the Philippines, between them and the Caroline Islands, are eighteen others, disposed in a group or cluster, to which the Spaniards of the Philippine Islands have given the name of *Palaos*, on account of the tall *palm-trees*, with which they are covered in great abundance. They are generally known, however, to English and American navigators, by the appellation of the *Peleo Islands*. Their inhabitants were once considered as ferocious *cannibals*, delighting to feed on human flesh; and this opinion was strengthened by reports of their proneness to cut off every trading ship, of which they could obtain the mastery, and massacre the crew. Such was the current and popular opinion, until the year 1753, when Captain Wilson, commander of the Antelope packet, in the service of the East India Company, had the misfortune to suffer shipwreck among them in that year. Captain Wilson was the first to give them a very different character from that which they had hitherto borne; and his printed narrative represents them as hospitable, friendly, and humane.

But new and additional light has been recently thrown upon the manners, character, and customs of this insulated people, by a similar disaster which befell the American whale ship Mentor, Captain Edward C. Barnard, who, in 1831, was wrecked on a coral reef connected with the most easterly island of this group, and his vessel entirely lost. The captain, and eleven of his crew, fell into the hands of the natives, and remained on one of these islands for the space of six months; during which time they were well treated, and acquired a considerable knowledge of the language, character, manners, customs, and habits of the natives, who cheerfully assisted them in arranging the means for eight of their number to seek some civilized settlement, from whence they might transmit a ransom for the rest. But in attempting to navigate their way, in a native canoe, to Amboyna, one of the Moluccas, or Spice Islands, which lie to the south-west of the Pelews, they were captured by the natives of Lord North's Island, who reduced them to the most abject state of slavery and starvation. Here their misfortunes may be said to have commenced.

After ten months' captivity and suffering, Captain Barnard and one of the crew effected their escape on board a Spanish vessel, and ultimately reached the United States in safety. One of those who still lingered in bondage was put to death by the natives for some trifling offence, and another of them literally died of starvation. Two others, soon after, suffered a similar fate—if it may be termed suffering, to find relief from their miseries in death. There were now only two individuals remaining of the
The amount of suffering which imbitters the life of families deprived by the perils of the sea of their ornaments and supports, admits not of computation. The sum of misery would still remain

eight, viz., Horace Holden and Benjamin H. Nute, who were soon reduced to such a state of exhaustion that they could no longer labour, and were therefore refused even the scanty allowance of food which had hitherto been reluctantly allowed them. Finding them totally useless as working slaves, the natives finally consented to put them on board an English ship, which happened to be passing the island on her way to Canton, after a state of slavery of three years, duration, which, for privation and suffering, beggars all description. At the time of their liberation, they were entirely naked, under a broiling sun, not a hundred miles north of the equator, and so reduced in health and strength, that a few more days of suffering must have terminated their earthly existence. From Canton, they came home in an American vessel, and arrived at New York on the 5th of May, 1835, after an absence of nearly five years. From a short conversation with these two survivors of the Mentor's crew, the following particulars have been obtained.

The ship Mentor, completely fitted and equipped for a whaling voyage to the South Seas, sailed from New Bedford on the 20th of July, 1830. She had a complement of twenty-two men, including officers, most of them young and enterprising, excited with high and animating hopes of seeing distant regions, and bettering their fortunes from the treasures of the deep. On her passage out, the Mentor touched at Fayal, one of that group of islands distinguished by the name of Azores, or Western Islands, lying in the Atlantic Ocean, between twenty-five and thirty degrees of west longitude, and between the thirty-seventh and fortieth parallel of north latitude. After despatching their business at Fayal, and surveying the scene of the unparalleled gallant defence of the United States private armed vessel General Armstrong, during the last war, the Mentor stretched to the south; and, in due time, after experiencing a great variety of weather, she doubled the Cape of Good Hope, and crossed the Indian Ocean, to the Strait of Timor. From hence, it was the captain's intention to steer for the island of Tinian, one of the Ladrone group, in the vicinity of which lay their contemplated cruising ground.

The time occupied in this extensive route had brought round the month of May, 1831, before she reached Ambonoya, the Dutch metropolis of the Moluccas, or Spice Islands. About the 15th of May, they began to encounter boisterous weather, and for several days were unable to take any observation. On the 21st, the weather became still worse, and finally increased to a most tremendous gale, which obliged them to reduce their sails until nothing remained spread but a close reefed main-topsail and a back topmast-staysail. The ship laboured severely until nearly midnight, when she struck upon a coral reef, running out from the nearest of the Pelew Islands.

As every one instantly perceived that the destruction of the ship was inevitable, eleven of the crew attempted to save themselves in a boat, which they lowered for that purpose, but were never afterwards heard of. The remaining eleven of the crew clung by the ship, which now lay on her beam ends, a helpless mark for the fury of the waves, and still exerted every endeaour to right her, by cutting away her masts, and resorting to every other expedient to save her, until they found themselves compelled to give up their useless efforts in despair, and to consult their own personal safety, by
great, were everything which a wise and enlightened philanthropy could suggest for its alleviation be successfully accomplished. The human heart is long destined, as in times bygone, to be

lashing themselves to her weather side, where they remained a prey to the most gloomy forebodings until morning.

The earliest glimmerings of returning day had no sooner appeared in the east, than the eleven survivors launched the remaining boat from the ship, and proceeded to examine the reef, along which they rowed about two miles from the wreck, when they succeeded in getting upon dry land. Here they remained two days and two nights, with nothing to subsist on, except a few pounds of bread which they had taken from the wreck, with about four gallons of water. They had also secured a few of their clothes, two or three cutlasses, a musket, and a pair of pistols.

On the third morning after their landing, as soon as daylight appeared, the first objects which met their view were thirty or forty canoes, rapidly approaching them. Captain Barnard immediately told his men that they would be surrounded by savages, and advised them to submit without resistance. The leading canoe, filled with naked savages, soon approached the shore, and then lay to, in order more closely to examine the shipwrecked strangers. The latter, perceiving that the natives were evidently waiting for some intimation of their feelings on this occasion, displayed a shirt on an ear, as a signal of amity and submission, when the savages immediately landed, and very unceremoniously seized their clothes and weapons, which they conveyed to their canoe. Having thus stripped their involuntary and defenceless guests, they called out to them, in an authoritative voice, made intelligible by violent gesticulations, for the Americans to accompany them to the ship for more plunder. Compliance followed, of course, and the wreck was soon plundered of everything that could be carried away in the canoes, particularly fire-arms and other weapons. After thus thoroughly stripping the Mentor, all the canoes, except one, departed; and the savages in that made signs to the seamen to throw them a rope, and they would tow them to land. They accordingly did so; but as they approached the land, the natives in the canoe used such menacing gestures towards the boat's crew, that the captain ordered Benjamin Nute to cut the towline, and the Americans immediately pulled away from her. The savages resented this manoeuvre by throwing their war-clubs and spears at the retreating crew, by one of which missiles the face of a seaman was dreadfully shattered. They succeeded, however, in making their escape to the open sea, preferring to encounter the tender mercies of the billows, than the sufferings which might await them on shore.

At sundown, they again beheld land, and on the ensuing day succeeded in reaching it, but in a state of the utmost exhaustion. This was a small uninhabited island, situated about half a mile from a larger one. They succeeded in getting on shore, where they soon saw a canoe approach them with two savages in it, who held up a fish in token of amity. The Americans responded to the signal by exhibiting a large crab. This interchange of telegraphic signs appeared to satisfy the natives, who immediately landed, and approached the Americans with apparent pleasure and confidence, evidently gratified at the unexpected meeting. After some time, they made signs for the seamen to follow them into their canoes, and then proceeded towards the larger island; on their way to which, they were soon surrounded by
wrung with unavoidable and irremediable griefs; these must be healed by the soothing influence of time, and the consolations of religion. But it is not of these that we speak. The sorrow we

several canoes, from one of which a chief sprang into the American boat, and assaulted Captain Barnard with the greatest fury. This seemed to be the signal for a general attack, which now took place simultaneously, until the exhausted Americans were overpowered and stripped naked, and in this helpless condition conveyed to land.

Here they were soon surrounded by women and children, who regarded them as extraordinary objects of curiosity, repeatedly examining them minutely, with their hands as well as their eyes, and evincing much sympathy and compassion for their misfortunes. All the chiefs were assembled on a stone platform near them, to deliberate and determine on what was to be done with the strangers. When the result of their deliberations was announced, the women and children were affected to tears, which filled the unfortunate captives with the most dreadful forebodings of a lamentable fate. These apprehensions, however, proved to be entirely groundless; for as soon as the council broke up, they were treated with a sort of toddy, composed of water and molasses, made from the saccharine of the cocoa-nut. They were then conducted to the chief town, called Ibuell, where the chiefs held another council on the subject of their reception, which was suddenly dissolved by an incident that gave a new and brighter aspect to the affair, and would prove highly effective as the denouement of a drama on the stage.

In the midst of the council's deliberations, a chief, to the unspeakable astonishment of the Americans, ran towards them from another quarter, and eagerly addressed them in English! Who can form the faintest idea of the overpowering emotions which shook every American bosom at this instant? To be addressed in their own language, and that correctly spoken too, in a situation where they had nothing to expect but tortures and death from inhuman barbarians, who would only mock at their shrieks of anguish in an unknown jargon! But here was one of their own countrymen, (or, what is the same thing, an Englishman,) who announced himself as chief and governor of the island, and whose will was the supreme law!

On entering into conversation with this chief, they learned that he was an Englishman, who had deserted his ship more than twenty years before; had remained on the island ever since; had been elected as a chief, and exercised unlimited authority among the savages. Through this man's influence, they had a comfortable house assigned them to live in, and were well treated while they remained on the island. Their shirts and trousers were returned, which were all the clothes they had to wear; they were well fed, however, and not required to do any work. The island produced a plenty of cocoa-nuts and yams; was well stocked with pigs and goats, and was resorted to by immense flocks of seafowl. So that they lived a life of ease and plenty for about six months, when, by an abortive attempt to relieve their natural longings for home, they encountered a state of toil and starvation, that offered no hope of relief but from the stroke of death!

After an exile of half a year, and perceiving no likelihood of a vessel touching at the island, the Americans at length induced some of the natives, by promises of rewards, to build them a canoe, and to let eight of them leave the island, the other three remaining as hostages for the promised payment. These eight seamen, accompanied by
nave witnessed may yet be turned to joy, and it is to the paternal sympathy and prompt action of the government that we can look for relief.

three natives, embarked in the canoe and the seamen's boat, and set sail for Amboyna, which lies about one hundred and sixty leagues to the south-west of the Pelew Islands. When they had been five days on their adventurous voyage, the canoe founded, and the eight seamen and savages were obliged to take to the boat; their stock of provisions consisting of only four cocoa-nuts each, and about twelve quarts of water. In four days afterwards, being the 6th of December, 1831, they arrived within sight of Lord North's Island, which lies in latitude three degrees three minutes north, longitude one hundred and thirty-one degrees twenty minutes east, about ninety leagues from the hospitable island which they had recently left.

When they had arrived within five or six miles of Lord North's Island, they were soon surrounded by the savages, in about twenty canoes, who instantly commenced an unprovoked attack upon the defenceless Americans, every one of whom they knocked overboard, and then beat their boat to pieces with their war-clubs. In this dilemma, the Americans swarmed from one canoe to another, entreating to be taken on board, but were obstinately repulsed by the savages, until they had completed their work of destruction. They were then picked up, and conveyed to the island, which is extremely barren and unproductive, forming a striking contrast with the fertile spot they had so recently left. Lizards and mice are the only animal productions which this sterile spot produces; and no vegetables, except the cocoa-nut. The population is between four and five hundred souls, who lead a most miserable and wretched life; so that it is no uncommon thing for many of them to die of actual starvation!

The Americans were no sooner landed, than they were all instantly stripped of the wretched rags which remained among them, and they were then apportioned out as slaves to different masters in the island, by whom they were treated in the most cruel manner, half-starved and almost worked to death. Horace Holden, one of their number, who has published a very interesting narrative of their adventures and sufferings, thinks he was more fortunate than the rest, and had a more lenient master; but he had nothing to congratulate himself upon. Captain Barnard, being a stout muscular man, was treated with the most kindness.

The inhabitants of Lord North's Island are in a state of barbarism and ignorance; their principal, and almost only food, is the cocoa-nut, with which the island is scantily supplied. Occasionally they caught a few fish, or a turtle; but in general they are too lazy even to take the means of living when they can. Their sick and feeble are turned away to get well alone, or die by themselves, as fate may decide. Religion they have none, unless an indistinct fear of a power—they know not what—and an occasional worship of images, can be termed such. While Holden was on the island, several earthquakes happened, which terrified the natives much, as also did thunderstorms.

Their war weapons are wooden spears, pointed with rows of sharks' teeth, and very heavy. Their canoes are made of logs which accidentally drift to the island, as they cannot raise trees large enough for the purpose among themselves. Their language is peculiar to themselves, and the natives of Bablethoup, who were with our sufferers, could not understand them. They are cowardly and servile, yet barbarous and cruel; and in their habits, tempers, and dispositions, most disgusting and loathsome.
But it is unnecessary to dwell longer on the losses of our vessels, a portion of whose crews are still surviving on the numerous islands of those dangerous seas. The list might be greatly enlarged, to

The crew of the Mentor were captured December 6, 1831, and in about two months afterwards Captain Barnard and one man managed to escape in a canoe, to a vessel which was in sight. This only served to render the situation of the rest more severe and distressing. At no time had they food sufficient to satisfy the cravings of hunger, and they were obliged to labour incessantly for their masters, naked and in the hot sun, until their flesh was gone, their skin tanned and burnt, and their bones sore. The survivors were held accountable for those who had run away, and were given to understand that their doom was sealed. Vessels frequently afterwards came in sight, and the natives traded with them, but the crew of the Mentor were, at such times, carefully kept out of the way. They were roused to their work at sunrise, and kept at labour till night, frequently without any food until they had finished, and then not enough; and if from exhaustion the required amount of labour was not performed, they were deprived of food altogether. To add to their other sufferings, they were all tattooed, in spite of expostulations and entreaties. This was performed in a cruel manner. They were bound down to the ground, and figures imprinted on the skin with a sharp stick; the skin was then thickly punctured with an instrument made of sharpened fish bones, something like an adze in shape, but having teeth like a saw, rather than a smooth edge. This instrument was held within an inch or two of the skin, and struck upon with a piece of wood to drive into the flesh; an inky substance was then poured into the wounds. In this way their breasts and arms were tattooed, and the narrator has the marks of it now on his body. The consequence was, of course, running sores for some time. They were also obliged to pluck the hair from different parts of the body, and to pluck their beards once in ten days.

About a year after they had been on the island, William Sefton, one of the crew, became so reduced and exhausted by hunger, that he was unable to walk, or even rise from the ground. In this situation, he was not allowed the poor satisfaction of dying among his comrades, but was placed by the savages in an old canoe, and sent adrift on the ocean. This was but the commencement of the final breaking up of the little remnant of the poor Mentor's crew. One after another was either starved to death, or killed for some trifling offence; and at one time, it was almost by a miracle that Holden himself was saved from a similar fate. All the dead were sent adrift on the ocean, as it was not the custom of the natives to deposite their dead in the earth, except very young children. One other, only, was ever sent to sea alive, after having become so reduced as to be unable to help himself. There was no alleviation of their wretchedness, and Nute and Holden were the last ones left, with only the Pelew chief who accompanied them from Bablethoup.

In the autumn of 1834, the two survivors had become so feeble as to be useless to their masters, and, having learned sufficient of the language to talk with the natives, reasoned them into a promise that they might go on board the next vessel that came in sight. They were then literally turned out to die; as they could not work, they were not allowed food, and they crawled from place to place subsisting on leaves, and occasionally begging a morsel of cocoa-nut, until at last an English vessel came in sight. The natives were persuaded, by promises of reward, to put off for the ship.
say nothing of the fate of those from whom no tidings have ever been received, and of whom, in the simple, yet awfully impressive language of a celebrated writer, we know only that "they sailed from their port and were never more heard of;" or in the equally impressive language of the Nantucket memorial, "many ships have gone into those seas, and no soul has returned to tell their fate."

When such appeals have been made to other nations, they have not paused to deliberate or calculate the expense. The expeditions despatched in quest of La Pérouse* reflected more honour and, after some trouble, Nute and Holden were got on board. They were kindly tended, and landed at Lintin, whence, by the assistance of brother Americans, they were enabled to reach home.

The book from which we gather these facts is well written, and contains a great deal of information respecting the habits and customs, and the language of the savages. The author, of course, returned poor, but he has found friends when and where he least expected. The sale of this little volume will assist him much, and it is within the compass of every one's means. It is no fictitious narrative—the proofs of all he says are undoubted, and his own body furnishes evidence that his sufferings have not been exaggerated.

* Voyage in search of La Pérouse, performed by order of the Constituent Assembly, in the years 1791, '92, '93 and 1794, and drawn up by M. Labillardiére:

INTRODUCTION.

Page xi. "No intelligence had been received for three years respecting the ships Bousole and Astrolabe, commanded by M. de la Pérouse, when, early in the year 1791, the Parisian Society of Natural History called the attention of the Constituent Assembly to the fate of that navigator and his unfortunate companions.

"The hope of recovering at least some wreck of an expedition undertaken to promote the sciences, induced the Assembly to send two other ships to steer the same course which those navigators must have pursued, after their departure from Botany Bay. Some of them, it was thought, might have escaped from the wreck, and might be confined in a desert island, or thrown upon some coast inhabited by savages. Perhaps they might be dragging out life in a distant isle, with their longing eyes continually fixed upon the sea, anxiously looking for that relief which they had a right to expect from their country.

"On the 9th of February, 1791, the following decree was passed upon this subject:

"The National Assembly, having heard the report of its joint committees of Agriculture, Commerce, and the Marine, decrees: That the King be petitioned to issue orders to all the ambassadors, residents, consuls, and agents of the nation, to apply, in the name of humanity, and of the arts and sciences, to the different Sovereigns at whose courts they reside, requesting them to charge all their navigators and agents whatsoever, and in what places soever, but particularly in the most southerly parts of the South Sea, to search diligently for the two French frigates, the Bousole and the
on the French government than all their discoveries. The Kings of Denmark bound themselves by their coronation oaths to search for, protect, and succour their colonies in the far north, whose inhabitants, if deprived of the aid of the mother country, might perish under their privations in the long and dreary Arctic winters. But examples drawn from times comparatively remote may be viewed with indifference by some, who think nothing to be real, and possess a practical bearing, unless it transpire in their own generation, and occur before their own eyes. To such we will instance the fact, that no sooner was news received in England, a few months since, that several whale ships were locked up in the ice in the Arctic regions, than the Admiralty anticipated the generous sympathies of the nation, by devising the most speedy and efficient means for their relief. That distinguished officer, Captain Ross, the younger, having volunteered his services, was solicited to command the expedition fitted out for this purpose.

Astrolabe, commanded by M. de la Pérouse, as also for their ships' companies, and to make every inquiry which has a tendency to ascertain their existence or their shipwreck; in order that, if M. de la Pérouse and his companions should be found or met with in any place whatsoever, they may give them every assistance, and procure them all the means necessary for their return into their own country, and for bringing with them all the property of which they may be possessed; and the National Assembly engages to indemnify, and even to recompense, in proportion to the importance of the service, any person or persons who shall give assistance to those navigators, shall procure intelligence concerning them, or shall be instrumental in restoring to France any papers or effects whatsoever, which may belong, or may have belonged, to their expedition.

"Decrees further, that the King be petitioned to give orders for the fitting out of one or more ships, having on board men of science, naturalists, and draughtsmen, and to charge the commanders of the expedition with the two-fold mission of searching for M. de la Pérouse, agreeably to the documents, instructions, and orders which shall be delivered to them, and of making inquiries relative to the sciences and to commerce, taking every measure to render this expedition useful and advantageous to navigation, geography, commerce, and the arts and sciences, independently of their search for M. de la Pérouse, and even after having found him, or obtained intelligence concerning him."

Compared with the original, by us, the President and Secretaries of the National Assembly, at Paris, this 24th day of February, 1791.

(Signed)

DUPORT, President.

LIIORE, BOUSSION, Secretaries.
On being informed, about twelve months since, of the probable loss of the French vessel Lilloise in the Polar Seas, one hundred thousand francs were offered by the government as a reward to ships of any nation, who should succeed in extricating her crew from their perilous situation, while at the same time the Recherche was despatched to look after them.

With these multiplied examples before us, we feel emboldened to ask, if our officers are less persevering and skilful than Europeans, and if the lives of our mariners are to be held in less estimation than those of foreigners? A reply to the first question is contained in the pages of our history; for an answer to the second, we must look to the action of the government.

But perhaps some one may ask, why not despatch a national vessel from the Pacific squadron to the relief of these unfortunate men? and why may not all useful ends be accomplished by the agency of our regular naval force on that station, and the intelligence of our officers?

These are questions which, though often asked, evince more humanity than judgment, since we hesitate not to say, that such a step would carry with it the shadow of protection, without effecting any substantial or permanent results. Let us examine this subject in a practical point of view. What is the authorized force constituting the Pacific squadron? One frigate, two sloops, and a schooner; and even this is a larger force than is usually retained there. Again, what are the duties of this squadron, and what the extent of coast to be guarded by it? It is constantly in motion, on a line from the islands of Chiloe, in latitude forty-two degrees south, to the coast of California, and even to the mouth of the Columbia river, in a yet higher latitude north; comprising at least eighty degrees, or nearly one-fourth of the earth's circumference, and embracing six of the separate governments of South America, as often convulsed by political revolutions as their mountains and plains are by the shocks of their earthquakes and the eruptions of
their volcanoes. The Pacific squadron has enough to do within its already prescribed limits. Even were our squadron greatly increased, as it should be, in the Pacific, still that immense line of coast would afford ample employment for its officers, however ardent in their contributions to science. As long as the waters of the numerous harbours on the coast shall continue to be divided by the keels of our vessels, no item of geographical knowledge should be deemed so minute, as to be unworthy our attention. If our public vessels, therefore, find leisure on their hands, it is not because there is nothing to do. It is notorious that there are numerous points on that coast misplaced on the charts of the most recent construction and by the most approved hydrographers. In a space comprising several hundred miles north of Lima, almost every point is said to have an erroneously assigned position on the charts. Our knowledge of the northwest coast, especially about the mouth of the river Columbia, is still defective. Of some spacious bays making in on the north, we have not even the sketch of a chart; while of the islands adjacent, we know still less—we mean that degree of accuracy which deserves the name of knowledge. The Galapago group* of islands have never been

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* This, in some respects, interesting group, which comprises a large number of small islands, is situated nearly under the equator, between the eighty-ninth and ninety-second degrees of west longitude, about two hundred and forty leagues west of the American continent. A majority of these islands are situated a little south of the equinoctial line, though a few scattering islands are found north of it. Albemarle, which is the largest of the cluster, is more than seventy miles in length, and stretches north and south, with an eastern coast that is nearly straight; but its western side is deeply concave, embracing the volcanic island of Narborough. The north head of Albemarle terminates westwardly in Cape Berkley, which is exactly on the line. South and east of Albemarle are Charles's Island, Hood's, Chatham's, Barrington's, Downes's, Porter's, and James's islands.

The name of this group is derived from the Spanish word galapago, a fresh water tortoise; and it was given to these islands because they abound with the largest class of these animals, a species of terapin, to which Commodore Porter has given the name of elephant tortoise, as their legs, feet, and clumsy movements strongly resemble those of the elephant. Their flesh is most excellent food, and they seem to have been placed here, in these lonely regions, for the sole purpose of refreshing the adventurous
accurately surveyed, and they are much frequented by our whale ships at the present time.

While standing direct for Charles Island, (on which there is a

mariner, whose hazardous calling is the pursuit of the great leviathan of the deep. Many of them weigh from three to four hundred pounds, and will live in the hold of a vessel a remarkable length of time, without sustenance, and still retain much of their original fatness and richness of flavour. Their drink is pure water, which they carry with them cool, fresh, and sweet, for a long time after they are made prisoners.

The hill-sides of these islands, near the shore, are covered with prickly-pear trees, upon which these terapins feed, and thrive in a most wonderful manner. These animals have doubtless saved the lives of many seamen employed in the whale fisheries in those seas, who would otherwise have perished or suffered much with the scurvy. They sometimes take from six to nine hundred of the smallest of these tortoises on board, when about leaving the islands for their cruising grounds; thus providing themselves with fresh and wholesome provisions for six or eight months, and securing the men from attacks of the scurvy.

The amount of tonnage and capital employed in the South Sea fisheries has so much augmented, within a few past years, as to produce a general impression that every thing connected with this great interest is going on prosperously.

Such, unfortunately, is not the case. Abuses of the most serious nature, not only exist, but are of daily occurrence in the whale fleet. Some of these abuses may be corrected by the owners, while others can only be reached by the strong arm of government. That our public vessels do all in their power to redress these evils, is readily admitted; but having an extensive coast and its interests to protect, they are often distant from the ports frequented by whalers. Hence arises the number of disordered ships, and protracted if not broken voyages, with which many are but too well acquainted.

The few consuls we have had on the coast have been merchants, who have probably held their commissions for the security they yield to their own interests and to consignments made to their respective houses; while the whaler, who brings them no profit, can receive but little of their attention. Their views are limited to their own sphere of operations; the difficulties of the whaler, if considered at all, are but a secondary object. Yet, in a national point of view, the mercantile interest of our citizens on this coast is vastly inferior to that of those engaged in the fisheries.

A few items will be sufficient to prove this fact: In the single port of Payta, in the year 1831, the amount of tonnage of our whale ships amounted to twenty-four thousand four hundred and thirty-nine, having on board forty-six thousand eight hundred and ninety-five barrels of oil. For the year 1833, twenty-seven thousand one hundred tons of shipping, and forty thousand eight hundred and ninety-five barrels of oil. For the year 1833, up to October, twenty thousand two hundred and seventy-six tons, and thirty-six thousand four hundred and fifty barrels of oil.

Yet, at a point that is, and ever must be, of such great importance, so often the seat of abuse and irregularity, as well on the part of the local authorities as among our own shipping, we have no accredited agent to look after these immense interests.

In a letter received by Commodore Downes, from J. C. Jones, our consul at Oahu,
flourishing settlement,) in September, 1833, the United States frigate Potomac came nigh running on a dangerous reef, of which no chart gave indication. When all these and many other places the latter gentleman says, "I have never before seen the importance of having a vessel of war stationed at these islands for the protection of the whale fishery, as at the present period. Scarcely has there been one of our whalers in the harbour, that has not experienced more or less difficulty. I have, at one time, had sixty Americans confined in the fort; and hardly a day has passed that I have not been compelled to visit one or more ships to quell a mutiny, or compel, by force, whole crews to do their duty, who had united to work no longer. I should say, too, that there are more than one hundred deserters now on shore from our ships, regular outlaws, ready to embark in any adventure. Much of this trouble could have been avoided, had we a ship of war here at the season when the whale ships visit the islands; and I hope you will be disposed to send us one from your squadron the next spring, as I feel assured that a vessel of war will then be more needed than ever."

J. Lennox Kennedy, our consul at the port of Mazatlan, in a letter dated May 16th, 1833, makes a similar request, on account of the frequent revolutions that are taking place in the country; while from the port of Callao, five American masters of vessels urge a like petition, complaining of the hardships they suffer from a class of worthless keepers of grog-shops, who entice away their men, to the great hazard, and even ruin, of their voyages.

On the receipt of the above from the masters of the whale ships, the commodore made a communication to the commandant of marines at Callao, which by the latter was forwarded to the government at Lima; and in a few days, such regulations were effected, under the superintendence of the port captain, as effectually checked, for a time, the abuses complained of. The readiness with which the local authorities interfered in this matter, on the representation of the commodore, furnishes an evidence of what might be effected if we had commercial agents who attended to their duties.

The mere appointment of a consul, as our consuls are appointed and supported in other places, will not answer for our extended commercial operations in these seas. We require a consul at the islands, one in Payta, and another in Talluahana, Chili, on salaries which shall command the services of able men, and make them independent in action: men, whose politeness and attention to their countrymen shall not be proportioned, as it now is, to the amount of consignments made to their respective commission houses.

The sick also should be objects of special attention. In Payta we should have an hospital on a simple and economical plan; not a foreign port on the globe requires one more. There are more than six thousand seamen constantly traversing the ocean from Japan to this port, visiting each in the alternate changes of season, engaged in business at all times adventurous, and often exceedingly hazardous; and yet, within this mighty range, there is not a spot where the disabled or infirm sailor can be placed, with perfect assurance of being well attended. The consequence is, frequent instances of suffering and death, under the most melancholy circumstances, but for which neither the owners nor the captains are responsible. The mild and healthy climate of Payta would be in favour of such an institution, and the expense would be comparatively trifling.
lying under the very bows of our public vessels on the Pacific station shall have been carefully examined and reported on, it will be time to talk about extending their labours over the almost boundless seas, with their countless islands to the west, or to control and direct the movements of others sent for that purpose.

But it has likewise been urged, that one of our public ships might return to the United States by way of the islands, and we believe that one has actually been ordered to do so. Such a step will effect little towards remedying the evils complained of. Let us inspect the chart. The Feejee Islands lie more than one hundred degrees west of the coast whence such vessel must sail. With a supply of stores calculated to last eight months, at farthest, the entire circumnavigation of the globe before her, and the period for her return home nearly at hand, what time can she find to accomplish anything among those islands, where so much is required? Unacquainted with the language of the natives, and unprovided with interpreters, without the necessary preparations for making sketches and surveys, she may land at a few points, return home, make her report to the department as fully as circumstances will permit, and yet, as to any positive benefit accruing therefrom to our commerce, or any assistance to be rendered the future navigator, the results would not be more permanent than her rapidly obliterated wake on the surface of the deep.

No! it is useless to dally with this subject any longer, and to propose evasive and inefficient modes of compassing benefits, which nothing but a generous and intelligent liberality can insure. Vessels must be fitted out expressly for this purpose. They must be provided with instruments for making sketches and surveys of harbours, and correcting the position of reefs and islands on the charts. Places affording wood, water, and refreshments to our whalemen and traders, should be visited and carefully examined for future use. Conferences should be held with the natives of the remotest groups, and their confidence gained as far as possi-
ble, by a judicious exhibition of our power and policy. Those untutored beings have not always been the first offenders.* Much

* Although personal experience, during an intercourse of years with our South Sea whaling captains, enables us to bear testimony to their intelligence, great enterprise, and humanity, as a body; yet there are necessarily exceptions to this general character. Among a class so daring and adventurous, it is not surprising that we occasionally meet with unprincipled men—and what profession or pursuit in life in which they may not be found?—who require to be held in subjection by the arm of coercive power, and the dread of legal penalties. To persons of this stamp, the South Sea trade and fishery open a wide field for the indulgence of their vicious propensities. Placed beyond the reach of penal influence, governed by no other law than their own will, it is not wonderful such men should be guilty of oppression and violence in their dealings with the natives. The savage does not pause to discriminate between individuals, and the flagitious act of one man may consign hundreds of his fellows to captivity or massacre. From several similar instances of wanton outrage, the truth of which cannot be doubted, we select the following.

Captain Barnard, of the ship Mentor, left, as hostages at the Pelow Islands, two men, named Meader and Davis, together with a lad named Alden. They were subsequently placed under the care of different masters; the boy at a spot considerably distant from the others, where he was occasionally allowed to accompany the natives in their excursions on the water. Some time within about a twelvemonth of the release of Meader and Davis, as nearly as they could compute, a ship hove in sight off that part of the island where young Alden resided, and he was taken out in one of three canoes, which were fitted out for a friendly visit to the strangers. Two of the canoes were old craft, but the third was a new and valuable one, belonging to the chief who commanded the expedition. They boarded the ship, and the parties treated each other with reciprocal kindness. Some trading ensued; after which the two old canoes were ordered off by the captain, while the other, with its crew, including Alden and the chief, was detained—the captain being desirous of purchasing it. During the negotiation for this end, a gale arose, which continued with such fury during four days, that the natives remained on board for the time; but no bargain was effected, the chief prize his canoe above the offer of the captain, which was limited to three or four old muskets. At length, the vessel having drifted towards another part of the island, and night approaching, the chief consented to make the proposed exchange, provided the captain would agree to land him and his companions in the neighbourhood of their own settlement. It was resolved, however, to land them at the point nearest the ship. To this the chief earnestly objected, alleging that his enemies resided there, and would assuredly put them to death. Nevertheless, in spite of tears and remonstrances, they were thrust into the ship's boat and rowed towards land. Having proceeded some distance, the savages were driven overboard by their inhuman conductors, and compelled to swim for life into the very arms of their foes. After incredible sufferings among the coral rocks, exhausted by long exertion, they were captured, or rather picked up, by the hostile tribe. Their Indian enemies, less cruel than their civilized friends, nursed their wounds, healed their lacerated limbs, and, when their strength permitted, restored them to their homes, though swollen and debilitated. That night the vessel put to sea, taking away Alden, the canoe, and the promised remuneration.
of the cruel treatment experienced by persons who have visited them or have fallen unfortunately into their hands, has been in
flicted in the spirit of retaliation. The law of revenge is common
to savage man. He visits the offender with retribution, in the
first instance; but if disappointed in this, he extends his hatred to

The abused natives, from whom this statement was received, could not, of course,
designate the ship by name, but their description of her appearance induces the sus-
picition that she was a whaler. The relatives of Alden, who reside near New Bedford,
are not, as far as we know, aware of his subsequent fate. The injured chief declares,
that he marked well the features of the captain and his officers, determined, should
opportunity offer, to make his spear drink their heart’s blood. It is trusted that the
offenders, of whatever nation they may prove, will yet be discovered, and brought to
justice. This is one flagrant instance of atrocity, but, unfortunately, it does not stand
alone.

Captain Swain, of ship William Penn, it may be remembered, lost a boat’s crew at
Navigator Islands. A ship, some weeks or months previously to his arrival, had
touched there for supplies, on which occasion a European resident went on board as
interpreter, and remained some days assisting to promote the object of the visit. On
taking leave, the captain offered him a pair of duck trousers by way of payment for his
services. The man respectfully submitted that the reward was insufficient. He was
told, that if dissatisfied he should soon have enough; and thereupon was lashed to the
rigging, unmercifully flogged, and afterwards sent on shore. The consequence of this
treatment was, without question, the massacre of Captain Swain’s boat crew, with
the exception of a Sandwich Islander, who, after being severely wounded, was spared
on account of the colour of his skin, and afterwards brought off by the ship Vincennes.

The facts of other aggravated cases have reached the public ear, the guilt of which,
we regret to say, is imputed to the masters of one or two whaling vessels. At one of
the islands, a few years ago, after a friendly interchange of civilities between the natives
and their visitors, a large party of the former were carried on board ship as she was
getting under way, and, after having been cruelly whipped, without the slightest pro-
vocation, were driven overboard by scores, many of them receiving severe injuries.

On another occasion, when a ship, but not under our flag, had obtained supplies,
and her captain was leaving the shore in the last boat, he wantonly levelled his gun
and shot down a harmless, unoffending native, who was unconsciously leaning against
a tree on the beach. The poor fellow was carried off by his companions, apparently
dead. What feeling could such cold-blooded butchery generate but a fierce thirst for
revenge, to be wreaked on the first white man who should fall within their grasp? When
a reason was asked for this act of fiendish brutality, it was given with the utmost sang froid—"Oh, it was nothing but an Indian."

With a knowledge of circumstances like these, and of what must naturally be their
consequences, it becomes apparent that an efficient naval force is required in the South
and Pacific Seas, not only for the greater safety of our commerce, and as a check upon
the savages, but for another reason, viz., to protect the latter against the wanton cruelty
of men claiming the appellation of civilized, and thus to remove the cause which has
led to so much suffering and slaughter.
his relations and tribe. In this code there is no statute of limitations. The lapse of years or even of ages cannot soften the rigour of unpropitiated vengeance. The claim is transmitted from father to son, with a faithfulness and tenacity of purpose that insures ample reprisal at the earliest opportunity, however long postponed. What delicate perception of right and wrong, what mild forbearance, and what decision of character, are requisite to acquire the good-will of a people thus singularly constituted, and banish distrust from their bosoms! Can any one imagine that time and a special equipment would not be necessary to enable an expedition to produce its proper effects?

Presents should be judiciously distributed, especially among those by whom our shipwrecked mariners have been hospitably received. The promises made to chiefs to procure the restoration of prisoners, should be scrupulously fulfilled, and this policy should be observed in the ransom of European sailors as well as of our own. It will be a matter of national pride that our country should be the first to set the example of an enterprise destined to retrieve the character of civilized man, and in some measure atone for the accumulated injuries which centuries have seen of daily increasing enormity.

Animals should be transferred from one island to another, following the example of Cook in 1774, who left stock in New Zealand, the Sandwich and Society Islands, which, by their increase, have afforded supplies to thousands and tens of thousands of our seamen for the last thirty years. This measure is the more important, as our vessels are seeking places of refreshment nearer and more closely connected with the field of their pursuits west of the Sandwich Islands.

It is the opinion of some, as we are aware, that matters of this description are best left to individual enterprise, and that the interference of government is unnecessary. Such persons do not reflect, as they ought, that all measures of public utility which
from any cause cannot be accomplished by individuals, become
the legitimate objects of public care, in reference to which the
government is bound to employ the means put into its hands for
the general good. Indeed, while there remains a spot of untrod-
den earth accessible to man, no enlightened, and especially com-
mercial and free people, should withhold its contributions for
exploring it, wherever that spot may be found on the earth, from
the equator to the poles!

Have we not, then, shown that this expedition is called for by
our extensive interests in those seas—interests which, from small
beginnings, have increased astonishingly in the lapse of half a
century, and which are every day augmenting and diffusing their
beneficial results throughout the country? May we not venture
on still higher grounds?—Had we no commerce to be benefited,
would it not still be honourable; still worthy the patronage of
congress; still the best possible employment of a portion of our
naval force?

Have we not shown, that this expedition is called for by national
dignity and honour? Have we not shown, that our commanding
position and rank among the commercial nations of the earth,
makes it only equitable that we should take our share in exploring
and surveying new islands, remote seas, and, as yet, unknown
territory? Who so uninformed as to assert, that all this has been
done? Who so presumptuous as to set limits to knowledge, which,
by a wise law of Providence, can never cease? As long
as there is mind to act upon matter, the realms of science must
be enlarged; and nature, and her laws be better understood, and
more understandingly applied to the great purpose of life. If the
nation were oppressed with debt, it might, indeed it would, still be
our duty to do something, though the fact, perhaps, would ope-
rate as a reason for a delay of action. But have we any thing of
this kind to allege, when the country is prosperous, without a
parallel in the annals of nations?
ADDRESS.

Is not every department of industry in a state of improvement? Not only two, but a hundred blades of grass grow where one grew when we became a nation; and our manufactures have increased, not less to astonish the philosopher and patriot than to benefit the nation; and have not agriculture and manufactures, wrought up by a capital of intelligence and enterprise, given a direct impulse to our commerce, a consequence to our navy? and if so, do they not impose new duties on every statesman?

Again, have we not shown that this expedition is demanded by public opinion, expressed in almost every form? Have not societies for the collection and diffusion of knowledge, towns and legislatures, and the commanding voice of public opinion, as seen through the public press, sanctioned and called for the enterprise? Granting, as all must, there is no dissenting voice upon the subject, that all are anxious that our country should do something for the great good of the human family, is not now the time, while the treasury, like the Nile in fruitful seasons, is overflowing its banks? If this question is settled, and I believe it is, the next is, what shall be the character of the expedition? The answer is in the minds of all—one worthy of the nation! And what would be worthy of the nation? Certainly nothing on a scale that has been attempted by any other country. If true to our national character, to the spirit of the age we live in, the first expedition sent out by this great republic must not fall short in any department—from a defective organization, or from adopting too closely the efforts of other nations as models for our own. We do, we always have done things best, when we do them in our own way. The spirit evinced by others is worthy of all imitation; but not their equipments. We must look at those seas; what we have there; what requires to be done;—and then apply the requisite means to accomplish the ends. It would not only be inglorious simply to follow a track pointed out by others, but could never content a people proud of their fame and rejoicing in their strength!
would hurl to everlasting infamy the imbecile voyagers, who had only coasted where others had piloted. No; nothing but a goodly addition to the stock of present knowledge, would answer for those, most moderate in their expectations.

But, not only to correct the errors of former navigators, and to enlarge and correct the charts of every portion of sea and land that the expedition might visit, and other duties to which we have alluded; but also to collect, preserve, and arrange every thing valuable in the whole range of natural history, from the minute madrapore to the huge spermaceti, and accurately to describe that which cannot be preserved; to secure whatever may be hoped for in natural philosophy; to examine vegetation, from the hundred mosses of the rocks, throughout all the classes of shrub, flower, and tree, up to the monarch of the forest; to study man in his physical and mental powers, in his manners, habits, disposition, and social and political relations; and above all, in the philosophy of his language, in order to trace his origin from the early families of the old world; to examine the phenomena of winds and tides, of heat and cold, of light and darkness; to add geological to other surveys, when it can be done in safety; to examine the nature of soils—if not see if they can be planted with success—yet to see if they contain any thing which may be transplanted with utility to our own country; in fine, there should be science enough to bear upon every thing that may present itself for investigation.

How, it may be asked, is all this to be effected? By an enlightened body of naval officers, joining harmoniously with a corps of scientific men, imbued with the love of science, and sufficiently learned to pursue with success the branches to which they should be designated. This body of men should be carefully selected, and made sufficiently numerous to secure the great objects of the expedition. These lights of science, and the naval officers, so far from interfering with each others' fame, would, like stars in the milky-way, shed a lustre on each other, and all on their country!
These men may be obtained, if sufficient encouragement is offered as an inducement. They should be well paid. Scholars of sufficient attainments to qualify them for such stations, do not hang loosely upon society; they must have fixed upon their professions or business in life; and what they are called to do, must be from the efforts of ripe minds; not the experiments of youthful ones to prepare them for usefulness. If we have been a by-word and a reproach among nations for pitiful remuneration of intellectual labours, this expedition will afford an excellent opportunity of wiping it away. The stimulus of fame is not a sufficient motive for a scientific man to leave his family and friends, and all the charms and duties of social life, for years together; but it must be united to the recompense of pecuniary reward, to call forth all the powers of an opulent mind. The price you pay will, in some measure, show your appreciation of such pursuits. We have no stars and ribands, no hereditary titles, to reward our men of genius for adding to the knowledge or to the comfort of mankind, and to the honour of the nation. We boast of our men of science, our philosophers, and artists, when they have paid the last tribute to envy by their death. When mouldering in their graves, they enjoy a reputation, which envy and malice and detraction may hawk at and tear, but cannot harm! Let us be more just, and stamp the value we set on science in a noble appreciation of it, and by the price we are willing to pay.

It has been justly remarked, that those who enlighten their country by their talents, strengthen it by their philosophy, enrich it by their science, and adorn it by their genius, are Atlases, who support the name and dignity of their nation, and transmit it unimpaired to future generations. Their noblest part lives and is active, when they are no more; and their names and contributions to knowledge, are legacies bequeathed to the whole world! To those who shall thus labour to enrich our country, if we would be
just, we must be liberal, by giving to themselves and families an honourable support while engaged in these arduous duties!

If the objects of the expedition are noble, if the inducements to undertake it are of a high order—and we believe there can be no difference of opinion on this point—most assuredly the means to accomplish them should be adequate. No narrow views, no scanty arrangements, should enter the minds of those who have the planning and directing of the enterprise. At such a time, and in such a cause, liberality is economy, and parsimony is extravagance.

Again, if the object of the expedition were simply to attain a high southern latitude, then two small brigs or barks would be quite sufficient. If to visit a few points among the islands, a sloop of war might answer the purpose. But are these the objects? We apprehend they only form a part. From the west coast of South America, running down the longitude among the islands, on both sides of the equator, though more especially south, to the very shores of Asia, is the field that lies open before us, independent of the higher latitudes south, of which we shall speak in the conclusion of our remarks. Reflecting on the picture we have sketched of our interests in that immense region, all must admit, that the armament of the expedition should be sufficient to protect our flag; to succour the unfortunate of every nation, who may be found on desolate islands, or among hordes of savages; a power that would be sufficient by the majesty of its appearance, to awe into respect and obedience the fierce and turbulent, and to give facilities to all engaged in the great purposes of the voyage. The amount of this power is a question upon which there can be but little difference of opinion, among those thoroughly acquainted with the subject; the best informed are unanimous in their opinion, that there should be a well-appointed frigate, and five other vessels—twice that number would find enough, and more than they could do. The frigate would form the nucleus, round which the smaller vessels should perform the labours to which we have
already alluded, and which you will find pointed out in all the memorials and reports hitherto made on this subject, and which may be found among the printed documents on your tables. Some might say, and we have heard such things said, that this equipment would savour of individual pride in the commander; but they forget, that the calculations of the wise are generally secured by the strength of their measure. The voyage is long—the resting places uncertain, which makes the employment of a storeship, also, a matter of prudence and economy. It would not do to be anxious about food, while the expedition was in the search of an extended harvest of knowledge.

The expectations of the people of the United States from such an expedition, most unquestionably would be great. From their education and past exertions through all the history of our national growth, the people are prepared to expect that every public functionary should discharge his duty to the utmost extent of his physical and mental powers. They will not be satisfied with anything short of all that men can perform. The appalling weight of responsibility of those who serve their country in such an expedition, is strikingly illustrated by the instructions given to Lewis and Clarke, in 1803, by President Jefferson. The extended views and mental grasp of this distinguished philosopher no one will question, nor can any one believe that he would be unnecessarily minute.

The sage, who had conceived and matured the plan of the expedition to the far west, in his instructions to its commander under his own signature, has left us a model worthy of all imitation. With the slight variations growing out of time and place, how applicable would those instructions be for the guidance of the enterprise we have at present in view? The doubts of some politicians, that this government has no power to encourage scientific inquiry, most assuredly had no place in the mind of that great apostle of liberty, father of democracy, and strict constructionist! We
claim no wider range than he has sanctioned; including as he does, animate and inanimate nature, the heavens above, and all on the earth beneath! The character and value of that paper are not sufficiently known. No extracts or condensations can do justice to it, or to the memory of its illustrious author; and I feel confident that no apology can be deemed necessary in bringing before you the entire document. Among all the records of his genius, his patriotism, and his learning to be found in our public archives, this paper deserves to take, and in time will take rank, second only to the Declaration of our Independence. The first, imbibed the spirit of our free institutions and self-government; the latter, sanctioned those liberal pursuits, without a just appreciation of which, our institutions cannot be preserved, or if they can, would be scarcely worth preserving.

"To Meriwether Lewis, Esq.,

"Captain United States Infantry, &c., &c.

"Your situation as secretary to the President of the United States has made you acquainted with the objects of my confidential message, of January 18, 1803, to the legislature; you have seen the act they passed, which, though expressed in general terms, was meant to sanction those objects, and you are appointed to carry them into execution.

"Instruments for ascertaining, by celestial observations, the geography of the country through which you will pass, have been already provided. Light articles for barter and presents among the Indians, arms for your attendants, say from ten to twelve men, boats, tents, and other travelling apparatus, with ammunitions, medicine, surgical instruments, and provisions, you will have prepared, with such aids as the Secretary at War can yield in his department; and from him also, you will receive authority to engage among our troops, by voluntary agreement, the number of attendants above mentioned; over whom you, as their commanding
officer, are invested with all the powers the laws give in such a case.

"As your movements, while within the limits of the United States, will be better directed by occasional communications, adapted to circumstances as they arise, they will not be noticed here. What follows will respect your proceedings after your departure from the United States.

"Your mission has been communicated to the ministers here from France, Spain, and Great Britain, and through them to their governments; and such assurances given them as to its objects, as we trust will satisfy them. The country of Louisiana having been ceded by Spain to France, the passports you have from the minister of France, the representative of the present sovereign of the country, will be a protection with all its subjects; and that from the minister of England will entitle you to the friendly aid of any traders of that allegiance with whom you may happen to meet.

"The object of your mission is to explore the Missouri river, and such principal streams of it, as, by its course and communication with the waters of the Pacific Ocean, whether the Columbia, Oregon, Colorado, or any other river, may offer the most direct and practicable water communication across the continent, for the purposes of commerce.

"Beginning at the mouth of the Missouri, you will take observations of latitude and longitude, at all remarkable points on the river, and especially at the mouths of rivers, at rapids, at islands, and other places and objects distinguished by such natural marks and characters, of a durable kind, as that they may with certainty be recognised hereafter. The courses of the river between these points of observation may be supplied by the compass, the log-line, and by time, corrected by the observations themselves. The variations of the needle, too, in different places should be noticed.

"The interesting points of the portage between the heads of the
Missouri, and of the water offering the best communication with the Pacific Ocean, should also be fixed by observation; and the course of that water to the ocean, in the same manner as that of the Missouri.

"Your observations are to be taken with great pains and accuracy; to be entered distinctly and intelligibly for others as well as yourself; to comprehend all the elements necessary, with the aid of the usual tables, to fix the latitude and longitude of the places at which they were taken; and are to be rendered to the war office, for the purpose of having the calculations made concurrently by proper persons within the United States. Several copies of these, as well as of your other notes, should be made at leisure times, and put into the care of your most trustworthy attendants to guard, by multiplying them against the accidental losses to which they will be exposed. A further guard would be, that one of these copies be on the cuticular membranes of the paper-birch, as less liable to injury from damp than common paper.

"The commerce which may be carried on with the people inhabiting the line you will pursue, renders a knowledge of those people important. You will, therefore, endeavour to make yourself acquainted, as far as a diligent pursuit of your journey shall admit, with the names of the nations and their numbers;

"The extent and limits of their possessions;
"Their relations with other tribes or nations;
"Their language, traditions, monuments;
"Their ordinary occupations in agriculture, fishing, hunting, war, arts, and the implements for these;
"Their food, clothing, and domestic accommodations;
"The diseases prevalent among them, and the remedies they use;
"Moral and physical circumstances which distinguish them from the tribes we know;
"Peculiarities in their laws, customs, and dispositions;
"And articles of commerce they may need or furnish, and to what extent.

"And, considering the interest which every nation has in extending and strengthening the authority of reason and justice among the people around them, it will be useful to acquire what knowledge you can of the state of morality, religion, and information among them; as it may better enable those who may endeavour to civilize and instruct them, to adopt their measures to the existing notions and practices of those on whom they are to operate.

"Other objects worthy of notice will be—

"The soil and face of the country, its growth and vegetable productions, especially those not of the United States;

"The animals of the country generally, and especially those not known in the United States;

"The remains and accounts of any which may be deemed rare or extinct;

"The mineral productions of every kind, but more particularly metals, limestone, pit-coal, saltpetre; salines and mineral waters, noting the temperature of the last, and such circumstances as may indicate their character;

"Volcanic appearances;

"Climate, as characterized by the thermometer, by the proportion of rainy, cloudy, and clear days; by lightning, hail, snow, ice; by the access and recess of frost; by the winds prevailing at different seasons; the dates at which particular plants put forth, or lose their flower or leaf; times of appearance of particular birds, reptiles, or insects.

"Although your route will be along the channel of the Missouri, yet you will endeavour to inform yourself, by inquiry, of the character and extent of the country watered by its branches, and especially on its southern side. The North river, or Rio Bravo, which runs into the Gulf of Mexico, and the North river, or Rio Colorado, which runs into the Gulf of California, are understood
to be the principal streams heading opposite to the waters of the Missouri, and running southwardly. Whether the dividing grounds, between the Missouri and them, are mountains or flat lands, what are their distance from the Missouri, the character of the intermediate country, and the people inhabiting it, are worthy of particular inquiry. The northern waters of the Missouri are less to be inquired after, because they have been ascertained to a considerable degree, and are still in a course of ascertainment by English traders and travellers; but if you can learn any thing certain of the most northern source of the Mississippi, and of its position relatively to the Lake of the Woods, it will be interesting to us. Some account too, of the path of the Canadian traders from the Mississippi, at the mouth of the Ouisconsin to where it strikes the Missouri, and of the soil and rivers in its course, is desirable.

"In all your intercourse with the natives, treat them in the most friendly and conciliatory manner which their own conduct will admit; allay all jealousies as to the object of your journey; satisfy them of its innocence; make them acquainted with the position, extent, character, peaceable and commercial dispositions of the United States; of our wish to be neighbourly, friendly, and useful to them, and of our disposition to a commercial intercourse with them; confer with them on the points most convenient as mutual emporiums, and the articles of most desirable interchange for them and us. If a few of their influential chiefs, within practicable distance, wish to visit us, arrange such a visit with them, and furnish them with authority to call on our officers on their entering the United States, to have them conveyed to this place at the public expense. If any of them should wish to have some of their young people brought up with us, and taught such arts as may be useful to them, we will receive, instruct, and take care of them. Such a mission, whether of influential chiefs, or of young people, would give some security to your own party. Carry with you some matter of the kinepox; inform those of
them with whom you may be of its efficacy as a preservative from the smallpox, and instruct and encourage them in the use of it. This may be especially done wherever you winter.

"As it is impossible for us to foresee in what manner you will be received by those people, whether with hospitality or hostility, so is it impossible to prescribe the exact degree of perseverance with which you are to pursue your journey. We value too much the lives of citizens to offer them to probable destruction. Your numbers will be sufficient to secure you against the unauthorized opposition of individuals, or of small parties; but if a superior force, authorized, or not authorized, by a nation, should be arrayed against your further passage, and inflexibly determined to arrest it, you must decline its further pursuit and return. In the loss of yourselves we should also lose the information you will have acquired. By returning safely with that, you may enable us to renew the essay with better calculated means. To your own discretion, therefore, must be left the degree of danger you may risk, and the point at which you should decline, only saying, we wish you to err on the side of your safety, and to bring back your party safe, even if it be with less information.

"As far up the Missouri as the white settlements extend, an intercourse will probably be found to exist between them and the Spanish ports of St. Louis opposite Cahokia, or St. Genevieve opposite Kaskaskia. From still further up the river, the traders may furnish a conveyance for letters. Beyond that, you may perhaps be able to engage Indians to bring letters for the government to Cahokia, or Kaskaskia, on promising that they shall there receive such special compensation as you shall have stipulated with them. Avail yourself of these means to communicate to us, at seasonable intervals, a copy of your journal, notes, and observations of every kind, putting into cypher whatever might do injury if betrayed.

"Should you reach the Pacific Ocean, inform yourself of the
circumstances which may decide whether the furs of those parts may not be collected as advantageously at the head of the Missouri, (convenient as is supposed to the waters of the Colorado, and Oregon or Columbia,) as at Nootka Sound, or at any other point of that coast; and that trade be consequently conducted through the Missouri and United States more beneficially than by the circumnavigation now practised.

"On your arrival on that coast, endeavour to learn if there be any port within your reach frequented by the sea vessels of any nation, and to send two of your trusty people back by sea, in such way as shall appear practicable, with a copy of your notes; and should you be of opinion that the return of your party by the way they went will be imminently dangerous, then ship the whole, and return by sea, by the way either of Cape Horn, or the Cape of Good Hope, as you shall be able. As you will be without money, clothes, or provisions, you must endeavour to use the credit of the United States to obtain them; for which purpose, open letters of credit shall be furnished you, authorizing you to draw on the executive of the United States, or any of its officers, in any part of the world, on which draughts can be disposed of, and to apply with our recommendations to the consuls, agents, merchants, or citizens of any nation with which we have intercourse, assuring them, in our own name, that any aids they may furnish you shall be honourably repaid, and on demand. Our consuls, Thomas Hewes, at Batavia, in Java; William Buchanan, in the Isles of France and Bourbon; and John Elmslie, at the Cape of Good Hope, will be able to supply your necessities, by draughts on us.

"Should you find it safe to return by the way you go, after sending two of your party round by sea, or with your whole party, if no conveyance by sea can be found, do so; making such observations on your return as may serve to supply, correct, or confirm those made on your outward journey."
“On re-entering the United States, and reaching a place of safety, discharge any of your attendants who may desire and deserve it, procuring for them immediate payment of all arrears of pay and clothing which may have incurred since their departure, and assure them that they shall be recommended to the liberality of the legislature for the grant of a soldier's portion of land each, as proposed in my message to congress, and repair yourself, with your papers, to the seat of government.

“To provide, on the accident of your death, against anarchy, dispersion, and the consequent danger to your party, and total failure of the enterprise, you are hereby authorized, by any instrument, signed and written in your own hand, to name the person among them who shall succeed to the command on your decease; and by like instruments, to change the nomination, from time to time, as further experience of the characters accompanying you shall point out superior fitness; and all the powers and authorities given to yourself, are, in the event of your death, transferred to, and vested in the successor so named, with further power to him and his successors, in like manner, to name each his successor, who, on the death of his predecessor, shall be invested with all the powers and authorities given to yourself. Given under my hand, at the city of Washington, this twentieth day of June, 1803.

(Signed) 

“THOMAS JEFFERSON,

“President of the United States of America.”

Commerce, science, patriotism, are not alone interested in such discoveries; the moralist, the philanthropist, and the theologian draw instruction from them, and are willing to confess the obligation. The Reverend Professor Dick, D. D., on whose brow hang the wreaths that literature, philosophy, and religion wove in concert, has borne honourable testimony to this, as follows:—

“With that branch of knowledge to which I have now adverted, (geography,) every individual of the human race ought to be in
some measure acquainted. For it is unworthy of the dignity of a rational being, to stalk abroad on the surface of the earth, and enjoy the bounty of his Creator, without considering the nature and extent of his sublunary habitation, the variety of august objects it contains, the relation in which he stands to other tribes of intelligent agents, and the wonderful machinery which is in constant operation for supplying his wants, and for producing the revolutions of day and night, spring and autumn, summer and winter. In a religious point of view, geography is a science of peculiar interest. For 'the salvation of God,' which Christianity unfolds, is destined to be proclaimed in every land, in order that men of all nations, and kindreds, and tongues may participate in its blessings. But, without exploring every region of the earth, and the numerous islands which are scattered over the surface of the ocean, and opening up a regular intercourse with the different tribes of human beings which dwell upon its surface, we can never carry into effect the purpose of God, 'by making known his salvation to the ends of the earth.' As God has ordained that 'all flesh shall see the salvation' he has accomplished, and that human beings shall be the agents for carrying his designs into effect; so we may rest assured, that he has ordained every mean requisite for accomplishing this end; and, consequently, that it is his will that men should study the figure and magnitude of the earth, and all those arts by which they may be enabled to traverse and explore the different regions of land and water which compose the terraqueous globe; and that it is also his will, that every one who feels an interest in the present and eternal happiness of his fellow men, should make himself acquainted with the result of all the discoveries in this science that have been or may yet be made, in order to stimulate his activity in conveying to the wretched sons of Adam, wherever they may be found, 'the unsearchable riches of Christ.

"To the missionary, and the directors of Bible and Missionary Societies, a minute and comprehensive knowledge of this science,
and of all the facts connected with it, is essentially requisite; without which they would often grope in the dark, and spend their money in vain, and 'their labour for that which doth not profit.' They must be intimately acquainted with the extensive field of operation which lies before them, and with the physical, the moral, and the political state of the different tribes to which they intend to send the message of salvation; otherwise their exertions will be made at random, and their schemes be conducted without judgment or discrimination. To attempt to direct the movements of Missionary Societies without an intimate knowledge of this subject, is as foolish and absurd as it would be for a landsurveyor to lay down plans for the improvement of a gentleman's estate, before he had surveyed the premises, and made himself acquainted with the objects upon them, in their various aspects, positions, and bearings. If all those who direct and support the operations of such societies, were familiarly acquainted with the different fields for missionary exertions, and with the peculiar state and character of the diversified tribes of the heathen world, so far as they are known, injudicious schemes might be frustrated before they are carried into effect, and the funds of such institutions preserved from being wasted to no purpose. In this view, it is the duty of every Christian to mark the progress and the results of the various geographical expeditions which are now going forward in quest of discoveries, in connexion with the moral and political movements which are presently agitating the nations: for every navigator who ploughs the ocean in search of new islands and continents, and every traveller who explores the interior of unknown countries, should be considered as so many pioneers, sent beforehand by Divine Providence, to prepare the way for the labours of the missionary, and for the combined exertions of Christian benevolence."—Dick's Christian Philosophy.
But one more view of this subject remains, and that we shall present as concisely as possible. We have thus far spoken only of the tropical islands, of their inhabitants, and of our shipping, with the nautical and scientific labours to be performed in those regions. That the picture is not overdrawn we most confidently appeal to the members on the floor of Congress, whose constituents are immediately interested in the various traffic of those seas. To them of right belongs the more able support of this measure, if indeed opposition can be anticipated to an enterprise demanded, we repeat again, by the wisest considerations of national policy, and honour, and the imperative calls of suffering humanity.

We have said, that only one more view of this subject remains to be taken. Follow us, then, for a moment, from the sunny isles of the tropics, to regions farther south, where the indefatigable whaler must yet pursue his mighty prey along the verge of the Antarctic circle, where our intrepid sealers scale the seemingly inaccessible cliffs and mountains of ice in quest of their game, and where the discovery ships should spend a few months during the most favourable season of the southern summer.

What! extend our researches to regions surrounding the South Pole! And wherefore not? Shall the reproach for ever rest upon our character, that we can do nothing, think of nothing, talk of nothing, that is not connected with dollars and cents? The great and beneficial objects of the expedition have been already discussed. Will you not allow us some scope for high and daring adventure? We know that whatever our interest and our honour require, will meet with the approbation and support of the great body of the American people; but we also know, that without some devotion to science and liberal pursuits, though we may become powerful, yea, in an uninterrupted career of prosperity, invincible by land and sea, yet we can never be truly great!

Those who raise objections, and oppose insurmountable obsta-
cles to all enterprises of this kind, would do well to reflect, that the very spirit called forth and kept alive by them is of incalculable utility in a national point of view. It tended to elevate Great Britain, as we have already shown, to a pitch of grandeur surpassed by any nation of ancient or modern time. Other countries have indeed, been the seat of a more dreaded power, but it has been a power depending for its stability upon brute force, without any intermixture of the intellectual and refined; and accordingly, when the prop which supported it was withdrawn, it sank into contempt and oblivion. It is a striking truth that the nations of the earth, whose riches have passed into a proverb, occupy the most unimportant portion of history; and their wealth, coupled as it was with nothing great and ennobling, has served only to bring down upon them the derision of posterity. Let us not, then, forget that wealth to nations, as well as individuals, is a means, and not an end; and that the most awful reverses have befallen those who have disregarded this unchangeable law, and forgotten that the accumulated harvest of riches arising from past exertions, was intended as the seed of future enterprise. No! we cannot remain stationary. If we cease to move onward, that instant we retrograde, and our prosperity, like the stone of Sisyphus, will bear us along with it down the precipitous descent, into the depths of national effeminacy.

In relation to the more northern expeditions, an able French writer makes these very judicious and liberal remarks: "Even were the discoveries which Captains Ross, Parry, and Franklin, have made in relation to the obscure laws that govern the magnet, the only fruit of the English expeditions, they had not been undertaken in vain. But they have at the same time expanded the bounds of geographical knowledge, added greatly to the whale fisheries, and proved that man, enlightened by the arts, is able to surmount the obstacles of nature in her wildest ferocity."

That they were not successful takes but little from their merits,
since their conception alone bespeaks a liberal and enlightened policy; or, in the words of the intrepid Parry, such enterprises, so disinterested and useful in their objects, do honour to the country that undertakes them even when they fail; they cannot but excite the admiration and respect of every intelligent mind, and the page of future history will undoubtedly record them, as in every way worthy of a powerful and virtuous nation.” The hardships and adventure attending them, have all the interest of war without its guilt; and the people of this country have ever read, with the greatest eagerness, every work that has been published in reference to them. Will they read with less interest the efforts of their own sons?

On examination of the maps, it will be perceived that there exist but two outlets to the Northern Polar Seas, one by Bhering’s Straits, and the other through the Spitzbergen Seas; and that the combined width of these at seventy degrees, equals hardly a ninth of the earth’s circumference. Now, the British navigators, in seeking a north-west passage, were bound by their instructions to search for it among the bays and indentations of a frozen coast, and to force their way amid numerous islands, each forming a point of retardation and adhesion to the earliest ice that is formed during the prolonged winter of the Pole. It is impossible that any expedition thus conducted, and fettered in its operations, should prove successful; and succeeding times will wonder at the pertinacity of the British Admiralty, in adhering to instructions, in our humble opinion, so injudiciously given.

Let us consider the immutable principles of nature, ever the same in similar circumstances. Observe a large lake or river, partially frozen. The ice is compact, and firmly attached to the shore, long before it is formed in the centre. In Baffin’s Bay, the Esquimaux go out some twenty miles from the shore, and kill seals on the edge of the ice; and it is more than probable that a vessel might sail unobstructed in the middle of that bay, at any
time before the ice is detached from the land. Furthermore, it is a matter well authenticated, that upon the breaking up of the ice in a harbour of Hudson's Bay, a vessel which was driven out, passed the straits without any impediment, and reached England in the midst of the winter, while in May and June following, the straits were blocked with floating ice. The existence of a north west passage, however, is no longer a matter for conjecture. It will be found by standing well from the shore, on which the ice is thrown in accumulated masses, by the winds and currents of the north, or by keeping the mid channel, through Bhering's Straits, and rounding the headlands of our continent, and thence into the Spitzbergen Seas. That this route is more feasible than any other, is evident from the fact, that the ice formed in bays and harbours, and the estuaries of fresh water rivers, is solid and massive, while that formed in the ocean, being congealed from salt water, is seldom more than six inches in thickness, appearing like snow partially melted and refrozen, is semi-opaque, and presents in general but a feeble barrier to the bold navigator. Indeed, we do not believe, and our personal experience must here strengthen our assertion, that ice is ever formed in the main ocean, at a distance from land. No, not at the Pole itself!

The unexplored part of the Northern Polar Seas, may be considered about twenty-four hundred miles across it, or seven thousand two hundred miles in circumference. The whole surrounding coast is inhabited; the European part by the Laplanders and Fins; the Asiatic by the Samoyedes, and other rude tribes, who subsist upon reindeer, and fish; and the American by the various tribes of the Esquimaux. Numerous large rivers in Asia and our own continent, pour their sluggish streams of fresh water into the Polar Seas.

These, together with the great extent of coast, necessarily produce large quantities of ice, which is thrown out in the spring, and floated by the northern currents into the channel or sea
between Spitzbergen and Greenland. In that passage it collects in accumulated masses, and is forced by the increasing pressure into the bays and among the islands through which the British expedition were bound, as we have before said, to seek a north-west passage. The cause of their slow progress must be apparent to all.

The southern hemisphere presents by far the more interesting field for discovery, containing as it does, more than one million and a half of square miles, which have never been trodden by the footsteps of man, nor its waters divided by the keel of the adventurous navigator; regions of which, we know little more than we do of the planet Georgium Sidus, or an orb revolving round one of the most distant of the twinkling stars.

Is it not remarkable, that while the most learned and profound of all ages, have been munificently encouraged to ascertain the nature, and the courses, and the times of the planets, that belong to our system, and revolve round a common centre of light and heat, so large a part of our own earth should remain almost as little known to us, as those planets are, though separated from us by distances conceivable only by the mighty mind which ordained them! Man, indeed, in his proud walks, appears anxious to tread the milky way; to extend his researches to the utmost bounds of creation; to mark the bold planet in his career, and unfold the laws that govern him; while he remains, perhaps, culpably negligent of the undiscovered parts of his own little globe, that are still within the bounds of practical experiment.

Few, feeble, and far between, have been the efforts to explore the higher latitudes south. Let us briefly examine them.

In the year 1772, Captain Cook, in the Resolution, accompanied by Lieutenant Freneau, in the Adventure, embarked on his first voyage in search of a southern continent. Having, in December, attained the fifty-eighth degree of south latitude, in longitude 26° 57' east, he fell in with narrow fields of ice, running
north-west and south-east, from six to eight inches in thickness, and appearing to have been formed in bays or rivers. This ice was in large flat pieces, and, in some instances, packed so closely, that the vessels, with difficulty, passed through it. Here were seen great numbers of penguins, which, with other coinciding circumstances, induced the supposition of land being in the vicinity. This opinion was afterwards shown to be erroneous, the ice proving to be unattached to any shore. In latitude 61° 12', the voyagers met with considerable ice-islands, many of which were passed unseen, by reason of the thick haze. Three degrees further south, in longitude 35° 14' E., they had mild weather, with gentle gales, for five days; thermometer thirty-six, and prevalent winds east and east by south. In January, 1773, they crossed the Antarctic circle in latitude 66° 36' 30"; and, on reaching latitude 67° 15', found the ice closed the whole extent, from east to west-south-west, and no indication of an opening. This immense area was filled with ice of different kinds, high hills, broken masses compactly pressed together, and field ice. A float of the latter, to the south-east, appeared sixteen or eighteen feet above the water, and its extremities could not be seen from the mast head. As the summer of that region was nearly half spent, and it would have taken some time, even if practicable at all, to get round the ice, Captain Cook determined to retrograde. He accordingly sailed to the northward, and afterwards proceeded in search of other discoveries. In this attempt, Cook did not know all, that is now known, of this portion of the southern hemisphere. If he had he would have selected another meridian for the purpose of going south. The ice he met with, came from some large islands situated east from Palmer's Land.

On the 26th of November, 1773, Captain Cook left New Zealand, on his second search for southern lands. In latitude 59° 40' he met with a southerly current. In December, being in latitude 67° 31', longitude 142° 54' W., the cold was intense, with a hard
gale and a heavy fog; thermometer thirty to thirty-one at noon. Continual daylight, except when obscured by the thick vapours. Albatrosses, penguins, and petrels, in great numbers here. In latitude 70° 23', the navigators met with islands of ice, three or four miles in circumference, and, shortly thereafter, observed that the clouds in the southern horizon were of a snowy white, and of unusual brightness, appearances which were known to announce the approach to field ice. On reaching latitude 71° 10', in longitude 106° 54' W., the extreme point of their voyage, they came upon the edge of an immense frozen expanse, which filled the whole area of the southern horizon, and illumined the air to a considerable height with the rays of light reflected from its surface. In the back ground the ice rose in ridges, like chains of mountains, one above another, till lost in the clouds. Of these ridges they counted ninety-seven. The outer, or northern edge of this gigantic field, was broken ice, firmly wedged together, and impassable. This fringe was about a mile in breadth, and within it was the solid ice, which was low and flat, with the exception of the mountains before alluded to. It was Captain Cook's opinion, that this mighty mass of crystallization extended to the Pole; or was joined to some land southward, to which it had been affixed from earliest time, and that here was generated all the ice found in such variety of shape and quantity further north; the same having been broken off from the main body by the action of gales, and carried in that direction by currents, which he had observed invariably set to the northward in very high latitudes. Few birds were here seen, and yet it is evident from the tenor of the distinguished commander's remarks, that he believed land to exist south of the parallel at which he arrived, though he doubted if it were not inhospitable, and destitute of animal or vegetable life as the ice itself.

We are not surprised that Cook was unable to go beyond 71° 10', but we are astonished that he did attain that point on the meridian of 106° 54' west longitude. Palmer's Land lies south of
the Shetland, latitude 64°, and tends to the southward and westward, further than any navigator has yet penetrated. Cook was standing for this land when his progress was arrested by the ice; which, we apprehend, must always be the case in that point, and so early in the season as the 6th of January;—and we should not be surprised if a portion of the icy mountains described was attached to the main body of Palmer's Land, or to some other detached portions of land lying further to the southward, and westward.

Captains Kruzenstern and Urey Lisiansky, who were sent out to circumnavigate the globe by Alexander I, of Russia, in 1803, did not reach a higher degree of south latitude than 59° 58', in longitude 70° 15' W., when they met with currents setting strongly towards the east. In this latitude, Kruzenstern speaks of whales being in great abundance, but does not mention having seen any ice;—this was in March.

Had Kruzenstern continued his course south, he would have made the south-westerly portion of the Shetland Islands, and afterwards Palmer's Land. Had he been earlier in the season, he must have encountered ice. The winds prevailing as they do, from the southward and westward, had carried it, aided by currents, into that icy region, bounded on the north by Georgia, east by Sandwich Land and South Orkneys, and west by the South Shetland Islands.

The testimony of Weddell, who pierced to the highest parallel of south latitude known to have been attained by man, is decidedly at variance with the opinion of Captain Cook, respecting the extent of impenetrable ice to the South Pole. Mr. Weddell, although his two frail little barks were often beset by towering icebergs, and placed in imminent danger, does not appear to have encountered, indeed his vessels could not have withstood, the impediments opposed to northern navigators in similar latitudes. Nothing can be more encouraging than this gentleman's state-
ments, to those who hold the belief that the Pole can be attained. He records the extraordinary facts that, after having been almost hemmed in by ice in far lower parallels, in latitude 72° 28', not a single particle was to be seen; and, that in the unprecedently high latitude of 74° 15', no fields, and only three islands, of ice were visible. Flights of innumerable birds were here seen.

Weddell, discourages the idea of land existing in the polar regions of the south, and the facts he has given us are calculated to strengthen such a supposition. He distinctly states that he saw unknown coasts south of the Shetlands, tending southerly in about latitude 64°; although from that point to the highest to which he explored, he recognised no other indications of land.

There is one subject, if our memory serves us right, upon which the opinions of Weddell do not appear to have been based upon his experience. He seems to favour the often repeated, though erroneous assertion, that the cold is more intense in the far Antarctic latitudes, than in similar parallels in the Arctic circle; yet he states the temperature to be mild, and the ocean to be free from field ice;—the vast accumulation of which is undoubtedly the cause of the severe frigidity, the cold and shivering dampness, in the neighbourhood of the Shetlands.

Since the voyage of Weddell, the belief in the existence of southern lands has received further confirmation; and vague speculation is now replaced by what would seem to be authentic knowledge. The circumstance to which we allude in making this statement, is the discovery made by Captain Briscoe of the brig Lively, accompanied by cutter Tula, in 1831–2. Captain Briscoe, who was in the employ of Messrs. Enderby, extensive whale-ship owners of London, on the 28th of February, being in latitude about 66° 30' S., longitude 47° 31' E., descried land, and clearly discovered through the snow, the black peaks of a range of mountains running E. S. E. During the following month he remained on the newly discovered coast; but, from the state of
the weather and the ice, was unable to approach it nearer than within thirty miles. An extent of about three hundred miles of shore was seen. The sickness of the Lively's crew induced her commander to seek a warmer climate, and he returned north, to winter in Van Dieman's Land, where he was rejoined by the cutter, which had been separated from her consort in a storm.

In the beginning of 1832, Briscoe again proceeded southward, and on the 4th of February observed land to the southeast, in latitude 67° 15', longitude 69° 29' W., which he found to be an island near the headland of what he considers may yet be designated the southern continent. On the 21st he landed in a spacious bay in the main land, and took possession in the name of his sovereign, William IV. The island he named Adelaide's island, in honour of the English queen. The log and other particulars of this discovery were laid before the Royal Geographical Society of London; from all of which the conclusion was drawn, that there is a continuous body of land extending from 47° 30' E., to 69° 29' west longitude, running the parallel of from 66° to 67° south latitude.

Now, in the correctness of these conclusions we by no means concur; nor do the discoveries of Briscoe warrant any such inference. It was within these limits that Weddell proceeded south, on a meridian to the east of Georgia, Sandwich Land, and the South Orkney and Shetland Islands. Nor were his last discoveries new. The main land, taken possession of in the name of his sovereign, was visited fifteen years ago by our own sealers, and taken possession of (at least some fur) in the name of our sovereign, the people; and when a true record shall be made up of the past discoveries in this portion of the South Seas, the name of Adelaide's island must be changed; and the wreath of crystal gems, intended for the brows of majesty, will be found to belong to one of Nature's pretty little queens, of whom we have so many on this side of the Atlantic! We have a long, running, unsettled
account in this matter of giving names to places, with some of our neighbours, which we may as well begin to have posted up, for the purpose of preventing future disputes.

In tracing on a chart the few attempts which have been made to reach a high latitude, it will be seen that the circumnavigation of the southern hemisphere will not, at most, bear an average of more than $58^\circ$ south latitude,—which leaves, with the exception of Weddell's track, about $300^\circ$ of longitude, in which the Antarctic circle has not been crossed!

With such a wide field before us, and such a noble theatre whereon to contend for mastery with the nations of the earth; now that the cloud which has so long hung in our political horizon, and threatened to darken the heavens, and crimson the ocean with blood, has passed away, leaving the glorious sunshine of peace to our land; and now when the treasury is full to overflowing, we confidently indulge the hope that this measure will be sanctioned without further delay.

For high latitudes, the vessels should be small. The English failed in this respect, and have since confessed their error. The strength and efficiency of a vessel depend not more upon the power of resisting than the facility of avoiding danger; and this remark applies to the navigation among the islands of the Pacific, or amid regions of ice. Let it be remembered, that Hudson, Davis, and Baffin, made all their discoveries in small vessels, and by their intrepidity, perseverance, and skill, extended their researches almost as far as the most recent and adventurous navigators.

Parry pays the highest tribute of respect to their memories, and bears witness to the correctness of their observations, even as regards the longitude. "I feel," says he, "the highest pride on one hand, approaching almost to humiliation on the other; of pride, in remembering that it was our countrymen who performed these exploits; of humiliation, when I consider how little, with all our advantages, we have succeeded in going beyond them."
ADDRESS.

Give us, then, suitable vessels, with an efficient outfit,—say two barks of two hundred tons, with two tenders of one hundred tons each, and a storeship. To make the expedition complete, we must again be permitted to urge the employment of a frigate. She will not be necessary in the higher latitudes; there the smaller vessels should venture alone, and trust for safety to the facility of locomotion, and the skilfulness of their officers. This is no longer an unsettled and debateable point. The experience of others is confirmed, to a limited extent, by our own. We ourselves have been in the Antarctic seas, on board of two vessels, the one of one hundred and sixty, and the other of eighty tons burthen, and have beheld in all its terror and sublimity, that castellated region of floating crystal pyramids, of accumulated ice and snow, and we could easily enlarge on the preference to be given to the use of comparatively small vessels.

That the ninetyeth degree, or the South Pole, may be reached by the navigator, is our deliberate opinion (unless intercepted by land), which all that we have seen and known has tended to confirm. That an expedition should be despatched from this country for the sole purpose of ascertaining the practicability of attaining it, is not, perhaps, to be expected; but that the effort should be allowed to be made, in connexion with the other great objects of the enterprise, is perfectly in accordance with the most prudential policy.

We feel that we have discharged our duty, and that the subject is now committed to other hands, to be disposed of by those whose decision will have no connexion with our individual feelings or wishes, nor do we wish that it should. Indeed, we have no unusual share of personal solicitude and feverish anxiety about the result. The time was, when we felt differently—far differently;—but that time has gone by. For us there is no disappointment in store. We sought adventure, and have had it without the aid or patronage of government. Still our efforts have not gone unre-
warded. The kindness we have so often experienced from our countrymen, and the charitable estimate they have put upon our labours, leave nothing to regret in relation to the past, while they make us independent with respect to the future. We have no narrow and exclusive feelings to be gratified. We wish to see the expedition sail, solely because of the good it may do, and the honour it may confer on the country at large.

For the same reasons we wish to see it organized on liberal and enlightened principles, which object can be effected only by calling in requisition the known skill of the service, which will be found equal to the discharge of every duty, in any way connected with the naval profession.

But this should not be all. To complete its efficiency, individuals from other walks of life, we repeat, should be appointed to participate in its labours. No professional pique, no petty jealousies, should be allowed to defeat this object. The enterprise should be national in its object, and sustained by the national means,—belongs of right to no individual, or set of individuals, but to the country and the whole country; and he who does not view it in this light, or could not enter it with this spirit, would not be very likely to meet the public expectations were he intrusted with the entire control.

To indulge in jealousies, or feel undue solicitude about the division of honours before they are won, is the appropriate employment of carpet heroes, in whatever walk of life they may be found. The qualifications of such would fit them better to thread the mazes of the dance, or to shine in the saloon, than to venture upon an enterprise requiring men, in the most emphatic sense of the term.

There are, we know, many, very many, ardent spirits in our navy—many whom we hold among the most valued of our friends—who are tired of inglorious ease, and who would seize the
opportunity thus presented to them with avidity, and enter with
delight upon this new path to fame.

Our seamen are hardy and adventurous, especially those who
are engaged in the seal trade and the whale fisheries; and innured
as they are to the perils of navigation, are inferior to none on
earth for such a service. Indeed, the enterprise, courage, and
perseverance of American seamen are, if not unrivalled, at least
unsurpassed. What man can do, they have always felt ready to
attempt,—what man has done, it is their character to feel able to
do,—whether it be to grapple with an enemy on the deep, or to
pursue their gigantic game under the burning line, with an intelli-
gence and ardour that insure success, or pushing their adventurous
barks into the high southern latitudes, to circle the globe within
the Antarctic circle, and attain the Pole itself;—yea, to cast
anchor on that point where all the meridians terminate, where our
eagle and star-spangled banner may be unfurled and planted, and
left to wave on the axis of the earth itself!—where, amid the
novelty, grandeur, and sublimity of the scene, the vessels, instead
of sweeping a vast circuit by the diurnal movements of the earth,
would simply turn round once in twenty-four hours!

We shall not discuss, at present, the probability of this result,
though its possibility might be easily demonstrated. If this should
be realized, where is the individual who does not feel that such an
achievement would add new lustre to the annals of American
philosophy, and crown with a new and imperishable wreath the
nautical glories of our country!!

We have done. For the courtesy with which we have been
received, and the indulgence with which we have been heard,
accept our thanks.

To the ladies who have so kindly honoured us with their atten-
tion, our most respectful acknowledgments are due. You are
identified with this subject. It was from the sagacity and gene-
rosity of one of your sex,—the high-minded Isabella, queen of
Spain,—that this continent was discovered at the time it was, and by whom it was: when monarchs hesitated, and ministers looked on with cold and calculating indifference, she cast her jewels upon the waters, and fortune paid her with a new world, from which has sprung a race of men, who have given new hopes to liberty, when it was nearly lost; and who are now struggling to throw back on Europe, with interest and gratitude, the rays of light we have received from her. In the strong cord of public opinion, which binds us a people, when chains of adamant could not, the silken and the golden threads are what woman thinks of public measures!
CORRESPONDENCE.
DEAR SIR—As I have taken some interest in the plan of the expedition to the Antarctic Ocean, about to be undertaken under the auspices of the government, you will allow me to congratulate you upon the accomplishment, thus far, of your ardent wishes. May the issue of the enterprise be as auspicious to the interests and fame of your country, and to your own reputation, as your zeal and perseverance have been conspicuous and successful in recommending it to the favorable attention of Congress.

The considerations which recommended it to my support were these: First, while such large sums were expended in the support of the officers and navy, on shore and in port, rendering no service to the country, I thought it unbecoming in the American Congress, to deny a small appropriation for a most hazardous and daring service, which called for such a sacrifice of comfort, and for the patient endurance of privations and hardships. Secondly, I considered it a necessary measure for the protection of our hardy and adventurous seamen engaged in the pursuit of the whale and the seal, in those remote seas. Thirdly, it would afford an opportunity to generalize, and reduce to a system, the knowledge necessary to the navigation of those almost unknown regions of land and water, and thereby advance the cause of humanity. Fourthly, it would give a new spring and impulse to that trade
which affords so many comforts to the civilized world, and the means of subsistence to so many of the hardy sons of New England. And, though last, not least, it promises to extend the bounds of science, increase the capital of human knowledge, and thereby add to the substantial fame of our republic. Some may deem these views the mere dreams of a wild fancy, or the hallucinations of an ill-balanced intellect; but, with all deference to the spirit of censure, I consider the enterprise an object of a more lofty ambition than the acquisition of a portion of a neighboring republic, and infinitely more worthy the patronage of the government than the sordid peculations which are becoming the reproach of the age we live in. Is it not better to send a portion of our vessels of war into the South Seas, to watch over the twelve thousand of our hardy seamen, to point out the harbours and shelters from the storms and the icebergs—to save some of them from famine, shipwreck, or captivity, and to restore them to their long lost country and friends, than to send them up the Mediterranean, where our officers and seamen will render no other service, but to contract the vices and follies of Europe?

But, Sir, should this enterprise fail in producing all the results anticipated by a sanguine imagination, it will detract nothing from the merits of the undertaking. The true value of a deed must be estimated by its motive, and the moral sublimity which it exhibits; not its fortunate or unfortunate result. The catastrophe of Phæton, or the fate of Napoleon, detracts nothing from the sublimity of their enterprises, but through some mysterious influence, adds a charm of indescribable interest to the pictures.

But when the expedition shall be finally embarked, and you find yourself ploughing the broad expanse of the southern convex; when a southern heaven spreads out, and new constellations blaze over your head, forget not your country and friends; nor the important part you are to perform, nor the high responsibilities committed to your hands. Describe things as they are, not as fancy
may create them. Sacrifice nothing of truth to embellishment.
Supply nothing beyond fact to flatter the ear or round a sentence.
In short, "nothing extenuate or set down aught" in romance; that
what you write may be read a thousand years hence with the same
interest as in the current century, because of its fidelity to truth.
Let your ambition be to merit the inscription on your tomb,
should Neptune vouchsafe you one, "exegit monumentum are
perennius."

Believe me, very truly,

Your friend,

A. BEAUMONT.

J. N. REYNOLDS, Esq.,
New-York.
Dear Sir,—The conversation I had with you the other day, turned my mind to the subject of the exploring expedition to the Pacific; and it has occurred to me that the following outline of preparation will be indispensable, to enable it to fulfil the expectations of the nation and the world.

The objects contemplated, appear to me to be, to forward the interests of trade and navigation; to enlarge the bounds of science; and to contribute to the national honor, by adding to the general stock of useful knowledge. It would be a loss of labor, time, and money, to fit out an expedition with no adequate means, and consequently no rational probability, of attaining either of these objects. Without making new discoveries, or ascertaining former ones; without going where others have never been; or without adding something material to the discoveries of those who have preceded us in this track, the expedition would result only in disappointment, perhaps in ridicule.

To render it efficient, the first requisite is a sufficient armament; and for this purpose, I should think a frigate, say the Macedonian, proper for the accommodation of the officers and men, as well as of the persons who may be attached to the expedition for scientific pursuits and occupations. Our sloops of war do not afford this, and nothing is more likely to create difficulties and discouragements, than a perpetual recurrence of those little inconveniences which originate in the want of ordinary comforts. Men seldom persevere in any pursuit in the face of these petty irritations, and
I am convinced many great undertakings have failed from that cause alone.

Two vessels of about two hundred tons, and two tenders, one of sixty, the other of one hundred tons. I say two tenders, and recommend them to be different sizes, because, in case of the loss of one, the expedition would still have another left, and it might frequently happen that a vessel of fifty or sixty tons, would be able to penetrate where one of a hundred could not. I am of opinion that small vessels are preferable to large ones, for the progress of discovery in unknown seas; and my opinion is sustained by the fact, that almost all the great discoveries of former ages, were made by vessels of that class. Besides, the loss of the tender, if there were only one, might be a serious obstacle to the progress of close investigation, among the groups of islands, where large vessels could not penetrate.

A store-ship, amply supplied, is, in my opinion, an indispensable requisite, as the others would scarcely be able to carry a sufficient quantity for such a long voyage. It is not certain, nay, it is extremely improbable that supplies of provisions and stores in a sufficient quantity can be procured, except, possibly, from the Sandwich Islands, which lie at a great distance from the scene contemplated; or perhaps it would be necessary to proceed to the coast of America for that purpose. This would cause a great loss of time, besides other great inconvenience.

Great care should be exercised in the selection of officers, without any view to patronage. So far as my acquaintance with navy officers extends, I do not know any man whom I think better qualified to command the expedition than Captain Catesby Jones, of whose character and attainments I have had many opportunities of judging. Of the subordinate officers, I am not so well qualified to speak.

In order to prevent ridicule, from announcing discoveries in navigation as new, which have already been made, or making a
pompous display of trite and peurile knowledge, the same care should be taken to attach such scientific persons to the expedition as are, at least, acquainted generally with what is already known, and have kept pace with the advance of knowledge. Either nothing should be done in this way, or it should be well and thoroughly done. It strikes me, that some well-qualified person should be charged by the government with recording the incidents of the voyage, and that the work should be published under its patronage.

Such is a brief outline of my ideas on this subject, which I have hastily sketched, in a manner which I fear you will hardly be able to read, as my eyes are at this moment actually distilling hot water, in consequence of a severe cold in my head. You will excuse me for troubling you with these crude notions, which are thrown out in the hope that they may not be altogether useless to you, should you, as I presume you will, be charged with any active agency in the objects of the expedition.

I am, dear sir,

Your friend and servant,

J. K. PAULDING.

J. N. REYNOLDS, Esq.,

New-York.
CORRESPONDENCE.

OYSTER BAY, L. I., June 10, 1836.

DEAR SIR—It was with very great pleasure that I recently perused the speech of Mr. Hamer, on the proposed expedition. I should scarcely have expected from the West (removed as it is by geographical position from the ocean) so zealous and so able an exposition of the motives which should lead our country to embark in this glorious enterprise. It is, however, a gratifying evidence, that although we may be occasionally influenced by narrow sectional feelings, yet when it becomes a question of our common country, every true-hearted patriot casts aside all petty trammels, and fearlessly acts for its honour and its glory.

To men of science, in every part of the civilized world, this expedition will be hailed with intense interest. Unjustly accused, as we have been, of pursuing a dollar and cent policy, it will now be seen that we have entered the list of nations in a career of honourable enterprise, unconnected with pecuniary considerations.

As an humble votary of science, I earnestly hope that the particular departments, which must necessarily be entrusted to citizens, will be the subject of careful and severe scrutiny, and none but those every way qualified, will be selected for the task. I say necessarily entrusted to citizens, for with all my respect for the professional reputation of our naval officers, it is preposterous to expect them to be conversant with studies entirely foreign to their profession, and requiring an exclusive and unremitting attention for a series of years. Natural history, during the last twenty
years, has advanced with giant steps, and perhaps it is not too much to say, has, during that time, made more progress than for the preceding century. It has also, within the same period, become so minute and exact, as you are aware, that the smallest inaccuracy will subject the expedition to the ridicule of the scientific world. As, therefore, this expedition must necessarily be composed of different classes, it becomes highly important that such selections shall be made as will be most likely to harmonize, and the personal character, as well as the acquirements of the individuals, be made the subject of inquiry.

Power is a fearful thing to possess, and even dangerous to wish for; but if I were president, I flatter myself I could indicate the outlines of a plan that would insure success. I would select for the head of the expedition, a man of robust constitution and vigorous intellect, not rashly adventurous, and yet shrinking from no proper responsibility. His zeal for the success of the enterprise would naturally lead him to be prompt and decided in his intercourse with his officers, and courteous to the naturalists under his care. Honourably desirous of distinction I would have him to be, but not sordidly anxious to reap every little wreath of merit that may be picked up by his subordinates. Have not the united curses of the scientific world pursued, even beyond the grave, that poor creature Baudin, who quarrelled with every naturalist in his vessel? Depend upon it, history and posterity will impartially award the particular quantum meruit due to each and every member of the expedition. With such a man as I have described, I would associate you, and entrusting to your skill and sound practical experience the selection and organization of the scientific corps, would feel confident of success.

Any thing that I can do in aid of this noble enterprise will be cheerfully done, and you can confidently depend on the cooperation of the Lyceum for aid, in the selection of books, recommending suitable assistants, or indicating proper objects of inquiry.
I think it probable that I shall spend the autumn, and perhaps the winter, in France. If I can, in my intercourse with the Royal Geographical Society, or the learned of the capital, aid you in the smallest degree, you may depend upon my services.

With the earnest hope that your most sanguine wishes may be realized,

I am, dear sir,

Yours faithfully and truly,

JAMES E. DE KAY

J. N. REYNOLDS, Esq.,

New-York.
Yale College, May 30, 1836.

Dear Sir—The expedition destined to explore the Southern Ocean, I consider as of the most vital importance to science, navigation, commerce, benevolence, and national honor.

Upon the liberal basis on which our government has placed it, under the care of distinguished naval officers, and enriched by the first scientific acquirements of our country, we have every cause to anticipate an immense accession to the various departments of natural science.

Money, in an expedition so national as the present, should be a secondary object, when placed in competition with the acquisition of high talent in the walks of science.

Instruments of every kind will necessarily be one of the first items in this vast undertaking. I would recommend that duplicates, in every instance, be taken out; and where frequent exposure to injury may, by possibility, take place, many of the same kind should be procured.

Allow me to present to your attention the following objects, as deserving of especial notice in your voyage towards the South Pole:

1. Temperature of the Air.
2. State of the Barometer.
4. Thunderstorms and Electricity.
5. Tornadoes and Whirlwinds—direction of the wind.
CORRESPONDENCE.

Meteorology and Luminous Matter.

1. Luminous Meteors, including those that project solid stones and malleable iron.
2. Shooting Stars.
3. Luminous points or balls, on or about the ship, in the air, and on the waters.
4. Phosphorescence of the sea, whether greater or less in high latitudes? Let the water be filtered, and the phosphoric animal matter be examined with and without a microscope: the animals from which it is derived should be subjected to minute examination.
5. Stars, their position; Constellations; Comets.
6. Eclipses; Transits, &c.

Zoology.

1. Shells, of every kind, especially with the animals within them, preserved in spirits.
2. Whales—Seals, kind and number of each seen; the highest southern latitude in which they exist; their number and peculiarities.
3. The Nautilus Pompilius; the common pearly Nautilus of the South Seas and Pacific, (or any analogous animal,) are deserving the most strict search.
4. Gigantic Sepias or Cuttle-fish, if found, should be preserved in spirits and brought home entire. Coral animals.

Volcanoes, Earthquakes, &c.

1. Earthquakes and concussions of the sea.
2. Waterspouts.
3. Volcanic eruptions.
4. Volcanic ejections.
5. Marks of former Volcanic action.
6. Craters and currents, and various ejections of extinct Volcanoes.

7. Volcanic Islands that have risen from the sea; how long in rising; with or without permanent convulsions; *period* in which they arose.

**Geology, Mineralogy, &c.**

1. Geological specimens and minerals of every variety.

2. Inclination of strata; dip, direction, and thickness.

3. Succession of strata and order of superposition.

4. Situation of fossiliferous strata in relation to the sea, lakes, and rivers.

5. Granite veins, or veins of other rocks, with their intrusions.

6. Fossiliferous rocks; in every case whether covered by igneous rocks; if not, by *what* rocks?

7. Trap rocks; position; intrusion among other rocks; alterations produced by their contact.

8. Mountains, their height and form; on the coast or islands; in groups or single.

9. Elevation of coasts, as indicated by shells adhering to rocky shores, by waving water lines in the rocks; amount of elevation; testimony of inhabitants as to the *time* in which it took place; subsidence of coasts, islands, structures, &c., and the proof of the fact.

10. Coral reef islands; above or under water.

11. Ice Islands, magnitude; depth; motion; in groups, or single; temperature of air upon approaching them; and of the water surrounding them, whether transporting rocks or stones, and the lowest latitude in which they are seen.

12. Surface rocks of every country; that is, rocks in situ.

**Magnetism, Electricity, &c.**

1. Magnetism; dip and variation of the needle.
CORRESPONDENCE.

Osteology.

1. Bones of large animals, imbedded or loose. Bones of the ancient saurions or lizards.
2. Bones and skeletons of fossil fishes, with the including rock.

Entomology.

1. Insects.

Ornithology.

1. Birds, especially within the Southern Polar Circle.

Natural History, generally.

1. Animals and plants, preserved—drawings of.
2. The Moluscou's animals, generally.
3. Bowlder stones, in groups, trains, or separately.
4. Beach pebbles, of shores of the sea, of lakes and rivers.
5. Many specimens in all branches of natural history to be preserved, when necessary, in spirits, dried or otherwise.
6. Quadrupeds.
7. Seaweeds, fixed or floating.
8. Tides on coast; their heights.
9. Topographical peculiarities, of every kind.

Every friend of knowledge looks forward to the finale of this undertaking with the most pleasing anticipations, while every American patriot must view it as reflecting additional lustre on the flag of his native land.

I am, dear sir,
Yours, respectfully,

B. SILLIMAN.

J. N. REYNOLDS, Esq.,
New-York.
My dear Sir—I rejoice that I can at last congratulate you on the success of your darling plan, and that now there is a hope of a national duty being performed. To me it is surprising that, with all our power, all our means, and all our boasted attachment to the blood of our kindred, that the objects which this enterprise must promote, have been so long neglected. An immense amount of property in a distant sea, under the control of officers whom skill and physical courage have promoted, without much regard to education or general knowledge; transported from place to place upon the wide waters by the aid of men, many of whom are driven from home by their vices, and when on shore in foreign ports, subject to no other law than that which their own passions prescribe; no arrangement with other governments to afford aid where riot and mutiny run mad; and sometimes, the anomaly of our own ships of war being unable, from their peculiar circumstances, to give the aid which is required for the prosecution of our enterprises. These, and a thousand other evils, which none but those intimately acquainted with the state of our fisheries can understand, demand, in the most emphatic terms, that the arm of our government should be stretched out to the remotest island of the sea.

Why, my dear Sir, let a stranger look on the floating interests of New Bedford and Nantucket; let him be made acquainted with all the hair-breadth escapes, all the real accidents, and all the vacillations of fortune which result from moral as well as physical causes, and unite to make up the whole of a South Sea voyage,
and that stranger, be he learned or simple, would stand confounded at the happy result which generally takes place. It would seem more like the effect of ordination than calculation; more like fate than perseverance; and we should be set down as madmen for risking, under such circumstances, our means of support, our hopes of independence, and all the benefits resulting from it, to those who lean upon us for subsistence. And yet, with this picture before us, we are literally building up cities out of the product of elements that seem too unstable for self-support. But what a moral does it teach? That the good, rather than the evil influences of nature and of the heart, are the presiding power of the world! And sometimes it looks as if that power were enough to control all things for good. But what fools we should be to draw no benefit from our ability to concentrate the wisdom and virtue of states for the promotion of the happiness of all. Now, apply this to our marine colonies. Why should we have governors, judges, and all the paraphernalia of courts, in territories where there is a bare possibility that an Indian may be murdered, or become a murderer; steal a horse, or have his horse stolen; and not have a superintending influence abroad, where our ships are daily traversing from island to island, and from sea to sea, with the celerity and precision of the invisible dwellers of the deep; that the savage may be awed into respect, and the mutineer's hand be bound down in submission? Would not this change the face of things, and make the merchant lie down more comfortably, when he knew there was a diminution of the chance of misfortune by sea, not only by the proximity of aid, but also by the acknowledged influence of moral power which is felt everywhere, that a true and generous hand is extended? I see no way that we can look for improvement, in this high view of the subject, but by the means which, through your exertions more than those of any other man living, are now appropriated for it;—and may Heaven prosper you and the enterprise. With our growth it must grow;
and though the "British drum may hail the dawn, every hour of the day," let the moral light of the American nation illumine every sea.

You may call me a dreamer; (but mark me, this is no dream,) and if you do, I can bear almost anything from you. But ever since our baby expedition of the Annawan, that lovely little sea-bird, I have entertained great hopes from the future exertions, to the same point, of an efficient equipment.

There is a rumor, a kind of inarticulate whisper, which sometimes intimates that you may not hold the position you deserve in this high adventure; but those who would wish it, and, perhaps, wish me to give words and form to their own "misgivings," find no response. I do not even understand them, for I cannot believe it. Ever since I heard your lecture here on the whale fishery, as connected with the Annawan's expedition, to say nothing of our many long and social conferences, and found that an Ohio boy (excuse me, for we are apt to play, if we do not feel the old man, when we deal with our juniors,) could teach the descendants of Nantucket something of their own craft, I have had only one opinion, and that is, that you ought to hold a prominent place in the enterprise. For, let there be power, skill, and science combined, together with the highest moral qualities our navy affords; and all these things must be, still, without that enthusiastic devotion and love of adventure, which would give soul to the undertaking, it would not be so likely to succeed. Yet, if there be any truth in these things, let me know it; and though I will not profess much, I could send you a good voice from the east. And if you should wish my services, you will find me in Boston again the last of this month. I expect to leave here the next week for Hartford, and, after passing a few days there, shall bring up at the council chamber of old Massachusetts on the 28th of June. Our governor makes short sessions, and I shall have plenty of time for you. We shall probably sit till after the 4th of July, and
there is always something in Boston worth seeing and hearing on that day. At all events, we can "keep independence," so why not meet me there? But now I'll improve this hint to cut short—I mean off—this long letter, and say the rest when we meet. In the meantime, believe me truly

Your friend,

BENJ. RODMAN.

J. N. REYNOLDS, Esq.,

New York.
NEW YORK, June 15, 1836.

DEAR SIR—The contemplated exploring expedition to the South Seas has again attracted the attention of the Lyceum of Natural History, and I trust I need not now assure you of the deep interest we feel in its successful prosecution. Allow me to thank you for the information you enabled me to make known to that society, and to congratulate you that your exertions have been so far crowned with success. You may remember that some years ago I had the honour of a correspondence with the Navy Department, upon the subject of the scientific objects of the expedition, &c.; as I had then reason to suppose, that whatever had been matured in relation to those matters had been committed to you, for your use on a subsequent voyage, you will excuse me in calling your notice to those transactions.

It may be premature to address you in this way; but your former services, present exertions, and the better part of a life devoted to the South Sea discoveries, have so identified you with this expedition, that I have no hesitation in doing so. You very well know that it is the cause of natural science that I have very much at heart. I speak for many others, as well as myself, in saying, that some anxiety is felt that the organization of this expedition should include a sufficiently numerous and skilful scientific corps. Geographical discoveries would redound to the fame and honour of a navigator; but with public men and public means, we hope for something for the honour of the nation. The present age would not be satisfied, under these circumstances, with merely an amended chart. Animate and inanimate creation will be presented in each degree of latitude or longitude that is traversed
CORRESPONDENCE.

The means of observation and determination are within the power of those who control; and, should this opportunity be lost, it might well happen that the most useful and interesting discoveries would have been overlooked. Let me entreat you to urge, in the proper place, that the scientific objects of the expedition be duly provided for. Geology, zoology, botany, mineralogy, are those in which I take the most interest; but there are other philosophical inquiries with equal claims to notice.

The very liberal appropriations by congress seem to have provided for a thorough fulfilment of the project. To fall short in any particular will not be a reproach to them. The details are of much importance, and have been so long and so well studied by you, that it is not for me to mention them. The old difficulty of subjecting citizens to military usages in public ships has thwarted the success of so many enterprises, that it should be well considered. Commanders of liberal minds and enlarged views can alone avoid them. I believe the mistake often arises in considering the same kind of discipline essential, whether in search of an island or an enemy.

It was my design, when I commenced, simply to congratulate you upon the present prospects of the expedition, and to call your attention to the history of former and similar preparations; but I have been led on by the interest I feel in the results of this enterprise. We have long watched your untiring exertions in this matter, and trust that the time has arrived when the wishes of your friends, and I believe I may add of the public, are to be gratified in learning that the superintendence or direction of the civil department is to be chiefly committed to you; at all events, be assured it is the wish of

Your friend and obedient servant,

JOS. DELAFIELD.

J N. REYNOLDS, Esq.,
New York.
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Dear Sir—In common with your numerous friends in this city, I congratulate you on the successful termination of your application to congress in behalf of a South Sea expedition.

I say your application: for certainly, sir, to your unwearied zeal, and untiring exertions, this great undertaking owes its existence; and I learn, with much satisfaction, that it will still continue to have the advantages of your personal presence and experience. The scientific, as well as the commercial world, look to this undertaking as destined to expand its stores; and I trust that that department, in which, you know, I am most interested, will receive its full share, and that, among the savans of the expedition, a Comparative Anatomist of eminence may be found. For him, there will be a vast field yet unexplored; for it is especially true, that in Natural History we are never to rest satisfied with what has been done, for Nature demonstrates to us that her stores are boundless. The gentleman selected should be a practical anatomist, one qualified to investigate the intimate structure of animals, and prepare them for preservation. Especially should he be a good physiologist, for there are many mechanical anatomists, whose usefulness extend not beyond the dexterity of the hands. In short, he should be one capable of making researches under the influences of an expanded philosophy, upon the phenomena of life in their totality. For such a one, those distant seas and shores will yield a rich harvest; and we may now have an opportunity to repay, in some measure, the debts so long due to the old world, by giving to it, in our turn, some amount of our own practical knowledge. It is our
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first opportunity for such a reciprocity: may it be well improved. The Society of Natural History unite their best wishes for your continued success.

With great esteem,

I remain your friend,

WINSWLOW LEWIS, Jun.

J. N. REYNOLDS, Esq., New York.
DEAR SIR—I received the copies you sent of Mr. Hamer's interesting speech, and must beg you to excuse my not acknowledging them before; I have been prevented by engagements which so often unexpectedly occur to interfere with our intentions. In this community, there is but one sentiment in regard to the excellent undertaking to which Mr. Hamer refers, and with which your own name is so honorably connected.

It is universally approved. Men of science look forward to important results, which may place our country and our enterprising citizens, with distinction equal to others, in the contest for useful discoveries. Mercantile men, with one voice, say that the greatest benefits will be afforded to commerce and navigation.

These bold and adventurous voyages are the chivalrous exploits of our times; they require the same courage and enterprise, disinterestedness and perseverance, as those of old: but how much more virtuous and enlightened in their motives! How much more conducive to human prosperity and happiness in their results!

To you, who have studied the subject so fully, and devoted to it so much thought and experience, it is scarcely necessary to say anything as to the contemplated arrangements; but I do hope the expedition will be so fitted out, as to obtain, in the fullest extent, all those advantages in regard to science, for which there will be so fair an opportunity.

The first American voyage of discovery ought to be, in its results, worthy of the genius and enterprise of our people. I am
sure the Secretary of the Navy will view it in this spirit; but scholars and scientific inquirers seem to be so much out of place in the arrangement of naval or military expeditions, that a good word must be said in their behalf.

The officers of Napoleon used to laugh at the *savans* who accompanied the army of Egypt; but how much have their researches, drawings, and writings added to the fame of that remarkable campaign!

I have not had an opportunity of seeing Dr. Patterson, but I am very certain, from his well known devotion to the cause of science, that he will feel the greatest interest in this undertaking, and give that aid and advice which his talents and acquirements so peculiarly enable him to do.

Believe me very faithfully yours,

H. D. GILPIN.

J. N. REYNOLDS, Esq.,

Washington.
Washington, July 3, 1836.

Dear Sir—I am truly happy to hear that a voyage of discovery to the Southern Pacific is at length resolved on, and that one of your activity, perseverance, and practical good sense, is to be connected with it. The glory which will redound to the nation from such an expedition, well fitted out, is a pleasing reflection to the patriot; but the new channels that it will open to our commerce, and the solid additions it will give to science, are far more important considerations.

I trust that no restricted or ill-timed notions of economy on the part of the government may mar the full completion of the enterprise. Especially, a sufficient number of really competent men of science should be obtained, at any price; nor should more than one branch be confided to any individual, if it can be avoided. The more limited the field of each, the more complete will be his researches. Thus there should be a natural historian, a botanist, an entomologist, a geologist, a mineralogist, &c. In addition to the physician or surgeon, unless he be skilful in that branch, there should also be a good anatomist. Not less than three painters, also, should be secured, viz.: in landscape painting, portraits, and natural history. The anatomist and portrait painter together may throw new light on the varieties of the human race. If possible, it is important to obtain one well acquainted with languages and philology, as they still require much elucidation in the regions you will visit. The commercial investigations, I presume, you will take under your own charge. I should drop many suggestions,
were I not convinced that you will fully consult the ample instructions heretofore given in the great European voyages of discovery. I hope your voyage may be prosperous, and the forerunner of a series of similar expeditions. In a time of profound peace, and with an overflowing treasury, what policy is more worthy of a great nation than one which advances the wealth and happiness of its own citizens, and at the same time gives impulse to the progress of science and civilization throughout the world? I remain, sir, with respect, Your servant, HENRY JUNIUS NOTT. J. N. REYNOLDS, Esq.,
Near Prospect Hill, Va., May 1, 1836.

Dear Sir—You ask my opinion with regard to the number and description of vessels most proper to ensure a successful prosecution of the voyage of exploration authorized by a recent act of Congress.

To answer your inquiries satisfactorily, I ought, perhaps, to ask what are the leading objects of the expedition? Judging from the report of the senate's committee, where the bill originated; from the tenour of debate on that bill in both branches of the national legislature; from the discussion of the subject in the public prints for the last ten years; and from my own observations and reflections, I conclude that the objects of the enterprise may be classed under two general heads—scientific and military; that is, military so far only as may be necessary for self-preservation and defence against the barbarous, and sometimes ferocious, natives of the countless islands which so thickly stud the most extensive, and perhaps the most interesting field for scientific observation and research that will be visited in the course of the voyage: I allude to the great equatorial sea, stretching from the west coast of America to the Asiatic shores.

Under the scientific head, we naturally place every branch of natural history, philosophy, and the sciences generally, embracing every denomination and classification recognised by the literati of the present day. These various and most interesting objects ought only to be confided to the care of well qualified persons, who have made the department for which they offer themselves the peculiar subject of long study, and with the advantage of competent masters,
and free access to well selected cabinets and specimens from nature.

Without intending, in the least degree, to disparage my brother officers' just claim to general intelligence, even beyond the necessary qualifications, I must nevertheless say that I think it more than probable that most of the departments in science could be better filled from some of the most celebrated literary institutions of the country than could be expected from the navy; but as the expedition is to be a national one, native born citizens only should be allowed to participate in it.

With this understanding of the objects of the voyage, I should say, the very best organization of the force, so as to leave nothing to chance, and to place it perfectly within the power of those intrusted with its conduct to meet the high expectations of this nation and of the scientific world at large, it ought to consist of two schooners of about one hundred tons burthen each, two brigs of two hundred tons, and a small frigate; or at least a large frigate-built sloop of war.

The brigs and schooners ought to be built for the express purpose; they should be strong, but not clumsy; on the contrary, they ought to be fair sailers, work and stow well, with comfortable accommodations for all on board. The largest ship might—ought to be—the little new six-and-thirty gun frigate now ready for launching from the Gosport navy yard. I believe she was built to replace the Macedonian, but she is quite too small to bear the name of a prize ship pronounced, when captured, to be fully equal to her noble captor, the United States of 44 guns; but be that as it may, the ship I allude to, on the stocks at Gosport, is the most appropriate vessel which the navy can supply as the principal ship for the exploring service; and, in addition to the vessels above enumerated, it will, of course, occur to every reflecting mind, that a storeship of three or four hundred tons burthen will be an indispensable accompaniment.
The foregoing vessels ought to be fully and ably officered from the navy, but there should be no supernumeraries allowed in any of the departments; the petty officers, seamen, and marines should be chosen men, and ought to be engaged for that particular service; the crews of the brigs and schooners ought to be limited in number, sufficient only for safe and easy navigation when making a passage, but to be increased from the frigate whenever engaged in active operations.

The decided advantage which such an expedition would have over any other, or all others, which have been sent out by European nations, is too manifest to require argument to sustain the plan; suffice it, then, to enumerate a few of the advantages which would accrue from the employment of such vessels as I have above described. First, the ample and comfortable accommodation of all connected with the enterprise: no vessel would at any time be crowded, nor would operations be paralyzed for want of men in any situation, whether for the arduous duties of open boats, or as guards for protecting the exploring and surveying parties against the natives; for, as before intimated, when a station is reached, the frigate would occupy some safe and convenient position, and from her own crew fully man the smaller vessels, and furnish extra boats for surveys and exploring and scientific operations. She would, too, be the safe depository for the valuable and costly instruments to be used on the expedition, as well as the receptacle for all specimens collected at each station by the scientific corps, the chiefs of which would, of course, be attached to the largest ship, and, when on the passage from station to station, they could, in concert, revise and arrange appropriately the collections they had made.

The presence of a frigate among the islands would certainly be more apt to impress the natives with a just idea of our national and naval power than any other description of ships, however much increased in number, if divided into smaller vessels; and her magni-
tude and force would strike the islanders with such awe, as at once to guaranty their friendship, and perhaps effectually guard against and prevent any of those ever-to-be-lamented conflicts which have so often interrupted the progress of scientific research, and caused the death of many voyagers as well as natives. The protection, too, which such an expedition would necessarily afford to our whalingmen and traders, everywhere to be found in the South Seas, ought not to be lost sight of; and the statesman whose enlarged and humane conceptions shall furnish the means of procuring such happy results, will well merit, and certainly receive, the lasting gratitude of the philanthropic of every country and of every age to come.

You ask, too, what time would be required for the preparation of an expedition? I do not know what facilities are at present within the control of the Navy Department for building small vessels: but our means of increasing the navy must be greatly overrated or criminally neglected, if such an expedition as I have suggested could not be ready for sea in four months from the issuing of orders; at any rate, the vessels could be ready by the time some of the instruments, which report says must be imported from Europe, could be obtained.

I have already extended my remarks, in answering your interrogatories, to what you will probably consider an inordinate length, which, however, I am sure you will readily excuse, when you bear in mind my former connexion with the projected expedition of 1828, and the deep interest I have ever taken in the subject; and that you will bear with me still a little longer, while I state a question which has often been put to me, (though never by yourself,) viz.: What situation, if any, will Mr. Reynolds occupy in the expedition?

The answer to this interrogatory, I presume, rests with yourself; for it cannot be denied that to you, and to your unwearied exertions, is due the credit of so interesting the public upon the subject
as to induce congress to pass the law. Who, then, has a better claim to participate in its toils, and to share its honours, than he who may be justly called the originator of the voyage—who can bring so much of valuable knowledge, derived from various sources, some of which you alone have been permitted to draw from, as you could? I mean not to flatter when I say, not another who is a citizen of the United States.

Then it cannot be doubted but that any commander qualified to conduct such an enterprise as the law contemplates, as well as the executive head under whose auspices it will be sent out, will gladly avail themselves of your services, to aid them in organizing the scientific department, and further identify you with the expedition, by assigning to you some honourable station in it.

Such are my views, very hastily expressed, as you know. Did time or occasion allow, they might be greatly enlarged; but, at present, I have only time to repeat my ardent wishes for complete success in all your undertakings, and to express the hope that the just expectations of a liberal public may not be disappointed by a defective organization, as regards ships, or by the indiscriminate appointment of persons incongruous in their dispositions, and who never act in perfect concert, nor harmonize in social intercourse.

I remain, dear sir,

Yours, faithfully,

THOMAS AP C. JONES.

J. N. REYNOLDS, Esq.,
New-York.
Dear Sir—The passage of the appropriation authorizing an expedition to the South Seas has given me unfeigned satisfaction. It is a design honourable to the congress which proposed it, and to the administration by which it is to be directed.

If suitably executed, it cannot fail to be useful to the domestic interests of the country, and, at the same time, to elevate us in the eyes of Europe. It is notorious how much England and other countries have done towards the maritime exploration of the globe, while we, as a nation, have been passive. Allow me to relate to you a little anecdote in illustration of this. I enjoyed the pleasure, whilst at Madrid, some years ago, of the personal acquaintance of Don Martin Fernandez de Navarette, author of a valuable work on the voyages and discoveries of his countrymen, and himself one of the most learned and estimable of the public men of modern Spain. At that time, he exercised supervision over an establishment in Madrid, called the “Deposito Hidrografico,” which is a government bureau for the preparation of maps and charts, particularly of the Spanish possessions in the two hemispheres. In exhibiting to me this establishment, he expressed his regret and surprise that the United States, a nation so opulent, and possessed of such extensive commerce, was so totally neglectful of its duty to science, to itself, and to the world, in this matter.

Spain herself had realized the advantages of the survey of her own coast by Topino, so well known to navigators of the Mediterranean. She was continually collecting and multiplying charts
relative to her colonies in the East and West Indies, and the adjoining seas. She was exchanging the results of her observations with other nations. But when she looked to the United States for information as to our coast, she found that a public survey of it had been begun only to be abandoned; that the books and charts in use concerning it were the imperfect productions of private individuals; and that, while we had done so little for the exploration of our own waters, we had done absolutely nothing, in comparison with the efforts which England, France, Russia, and even Spain herself, were making, to acquire accurate knowledge of the remote Atlantic and Pacific seas.

Don Martin presented these views to me very strongly; and I confess, when I reflected on the relative conditions of Spain and the United States, and saw what the one was doing and what the other was not doing, I could not but feel the force of his reproaches. Since that time, the public survey of our own coast has been commenced, and pursued with vigour; and the expedition now in contemplation will do still more to set us right in the estimation of other cultivated nations of Christendom.

I think great credit is due to you for the successful exertions you have made to awaken the attention of the public and of congress to this subject; and I hope that justice will be done to you in the arrangements to be made for the expedition.

I am, dear sir,

Very faithfully, yours,

C. CUSHING.

J. N. REYNOLDS, Esq.,
New York.
Sir—I have seen, with much satisfaction, that the Government of the United States has decided to fit out an exploring expedition, with a particular view to the Pacific and Indian Oceans, on which you had already collected so much valuable information. The expedition, as the newspapers inform us, is to be placed upon the most liberal footing, in respect to all subjects of scientific inquiry; and I trust, with the aid of the intelligent commander and officers, we shall have rich additions to the stock of knowledge already in possession of the learned world.

Feeling an extreme solicitude that the expedition should, for the honor of our country, accomplish as much as possible, and that no disappointment should be experienced, in any department of knowledge, by the learned of Europe, as well as of our own country, (for this is the common cause of all nations, and not of America alone,) I hope it will not be deemed obtrusive if I should again ask your attention, and, through you, that of the government, to one important subject of inquiry, about which I formerly conversed with you: I mean the various native languages of the different tribes of people that may be visited by the expedition. I take the liberty thus particularly to invite attention to this department of knowledge, because it has not hitherto been so much the subject of investigation with the intelligent and enterprising navigators and travellers of our own country, as it has with those of some other nations; among whom, the Germans stand pre-eminent. But yet, as a portion of that knowledge which all are desirous to obtain respecting the
human race, and as a source of indispensable materials for science, the investigation of these aboriginal languages has the strongest claims to our attention; and if the value attached to this, as well as other branches of science, may be in any degree estimated by the high rank of the men who have been engaged in its pursuit, it is certainly the fact, that, at the present day, the general study of languages, or comparative philology, has enlisted talents of the first order throughout Europe. It is a remarkable fact, but not generally known, that the first great impulse to this study was given by that extraordinary sovereign, the empress Catharine the Great, of Russia, who, herself, took pains to make out a vocabulary of two hundred words, to be sent to various parts of the world, in order to obtain the corresponding words in different languages. With this view, she made application to President Washington for specimens of the Indian languages of North America; which were accordingly furnished, by his direction.

From that period to the present, the science of comparative philology has been pursued with increasing ardour and success, particularly in the investigation of the *unwritten* languages of the savage or uncultivated nations; for it is now found, to the surprise of the learned, who had formed their theories of speech from the Greek, Latin, and a few other cultivated dialects, that the long neglected languages of the uncivilized portion of the human race present very many extraordinary *phenomena* (if we may so call them) in the structure of human speech, which will compel scientific inquirers to re-examine and reform the theories, that have been formed upon too limited a view of this extensive subject.

At the present enlightened period of the world, the basis of all scientific inquiry is the collection and arrangement of facts, or the process of *induction*, as it is often called, after some philosophers of antiquity; and, unless this method is applied to the languages, as well as to the physical structure of the human race, the faculty of speech, which is the peculiar and most remarkable characteristic
of man, will be the only part of his nature which will not have been investigated with the same enlarged and scientific views as his other powers, physical and intellectual.

We must, therefore, begin our researches by collecting all the facts relating to human language; or, in other words, by collecting authentic specimens of words, and of the grammatical structure of every dialect within our reach. The more complete we can make our collection, the more correct and satisfactory will be the results deduced from them. Our progress in philological science will then be as successful as in other departments of knowledge. For instance, in geology, when a few specimens of antediluvian bones, and impressions of vegetable and other productions, were first discovered, they were laid up in museums as simple curiosities, and without the least anticipation of anything like important scientific results; and yet, by the successive collections made of those objects, we now find the new science of geology has arisen, which enables us to form more just conceptions of the structure and phenomena of the globe, than had ever before been imagined by the most subtle and profound philosophers of ancient or modern times.

The same thing will take place in philological science, as soon as we obtain an extensive collection of facts, or, in other words, of authentic specimens of language; and, in due time, some genius will appear, who, like Cuvier in geology, will compare and classify all the specimens of language, and exhibit results that will be no less interesting and astonishing than those obtained in other sciences.

It is, I am aware, a very common question:—What will be the utility of collecting facts in relation to language? a question which may be shortly answered, by asking, in return, of what utility is it to investigate any other faculty or peculiarity of the human race? Why have so much time and labour been bestowed for ages on the study of the body and mind of man? If it is of any importance to study the human mind, the repository of our ideas upon all
subjects, is it not indispensable to investigate human speech, which
is the medium of communicating those ideas? If knowledge is of
any value, is not language, which is the instrument and the pre-
server of knowledge, entitled to our profoundest study?

But when we speak of results to be obtained by the pursuit of
any branch of science, no man can venture to predict what discov-
eries may be made in philology, any more than he could dare to do
in other departments of knowledge. Who could have foreseen,
for example, the incalculable results of Newton's studying the fall-
ing of an apple from a tree in his garden? Who would ever have
imagined that the most astonishing and brilliant discoveries of Sir
Humphry Davy in chemical science, by the agency of galvanism,
would be deducible from observations of the convulsive motions of
a frog suspended from an iron hook? And, in the series of extra-
ordinary results of learned investigations, let me ask, Who would
have conjectured, in the study of langüages, that any important
truths would ever be elicited by means of the hitherto mysterious
and dumb characters of the hieroglyphic inscriptions of Egypt,
which scientific investigation is now beginning to unfold? Yet
the discovery of the principles of interpretation to be applied to
those characters demolished, at a blow, the specious infidel super-
structure, which some men of science had previously erected upon
the hieroglyphic zodiac of Denderah; the true interpretation of the
language of that monument having proved it to be comparatively
modern, instead of being of an unfathomable antiquity, as had been
supposed by those philosophers, before the characters were at all
understood.

By means of languages, too, we ascertain the affinities of
nations, however remote from each other; a remarkable instance
of which is that singular race, the gypsies, (from their supposed
Egyptian origin) who are dispersed over Europe, and whose lan-
guage now shows them to be a people of Hindostan, and not of
Egypt. In the same manner, it appears that the people of Hun-
gary and of Lapland, notwithstanding they are geographically so far apart, and so different in their social condition and physical organization, are intimately allied to each other; and that the people of Otaheite and of the Sandwich Islands, though inhabiting islands, and at the distance of twenty-five hundred miles from each other, are of one family, speaking languages that are substantially the same.

In short, the affinities of the different people of the globe, and their migrations in ages prior to authentic history, can be traced only by means of language; and among the problems which are ultimately to be solved by these investigations, is one of the highest interest to Americans—that of the affinity between the original nations of this continent and those of the old world; in other words, the source of the aboriginal population of America. And one of the fruits of your present expedition may be, to furnish the materials which may enable some American to confer on our country the honour of solving that great problem. But I need not follow out, in detail, the utility of investigations in this branch of science. The object of the expedition, if I understand it rightly, is not merely to explore sources of profitable commerce, but that the United States may also make an honourable and liberal contribution to the cause of science, which is the common cause of all civilized nations. We have already derived no little reputation from what we have accomplished by expeditions of this character on the continent of America, however inconsiderable the results may appear in the general mass of science. In the particular subject of languages, too, our great philologist, Mr. Duponceau, has obtained for America the honour (and, I believe, the first instance of the kind among our countrymen) of a prize medal, awarded by that distinguished body, the Royal Institute of Paris, for the best dissertation on their prize question respecting the original languages of America. I mention this fact, principally for the purpose of showing how much importance is attached to the
investigation of the languages, as well as the manners and customs, and other characteristics of man, in every situation in which he is found on the globe. If there is, as all admit, any utility in studying man, then it is quite evident that we must study his distinguishing characteristic, speech; the great instrument of intercourse and communication between the numerous members of the human family.

In addition to these general views of the advancement of philology, I might refer you to particular subjects in which a knowledge of languages is of incalculable value. The promoting of commercial and social intercourse would be greatly facilitated by it; but, above all, we should be enabled to disseminate among the unenlightened nations of the world the benefits of science and the arts, the blessings of a better organization of society and government, a higher system of morals, and a purer religion, than they now possess.

I am, sir,
Your most obedient and humble servant,
JNO. PICKERING
J. N. REYNOLDS, Esq.
New York.
MY DEAR SIR,—Judging from the announcement in the "Globe," which reached me yesterday, I should conclude that the main difficulty was now at an end; and that your appointment to the station of corresponding secretary, in the intended South Sea expedition, must be regarded as a sure proof of the high favour in which you stand with our Executive. Nor has this favour been misplaced. If I know you well, (and our long acquaintance leads me to think that I have some claim to that privilege,) no one could have been selected, as the head of the scientific corps, better calculated to bring all things into full and efficient operation, and to direct them in such a way as must lead to ultimate success. A mere naval officer would never have answered for such a post. A mere civilian would have been equally unfit. An individual was required, who should be conversant with both elements, and in whom enlarged and liberal views should be found, not the result of information obtained from others, but the offspring of his own matured and manly intellect. I am glad to find that our Executive had the good sense and discrimination to select such an individual, and to scorn all the petty and disreputable influence, which sought to confer on another what, in honest fairness, was alone due to yourself. It would have been too bad, although, at the same time, but too much in accordance with the ordinary routine of life, for another to have reaped the harvest of praise, after your untiring labours had fostered so goodly a crop. Let me congratulate you, then, my friend, on this auspicious commencement, and, in so doing,
express the earnest hope, that it may be an omen of final success, and of the honour that awaits yourself, your companions, and our common country.

I cannot but regard it as a singular coincidence, that the gallant frigate, which is to lead this first American voyage of discovery, and to enter on a path from which so much glory has accrued to our great maritime rival, should itself be a trophy wrested by our arms from the navy of that rival, and should thus be destined to carry to distant regions, not only our national name, but a memorial of our national prowess. Amid the sober realities of life, speculations such as these may be only calculated to excite a smile; but in a case like the present, into which much of romantic daring must necessarily enter, they may be indulged in with less danger of ridicule, and with something even of a beneficial effect. Indeed, the whole history of our species is only one tissue of singular coincidences, characterized by as singular results.

Apart from the concern which I naturally feel in whatever regards your reputation and welfare, I find myself strongly interested, on another account, in the intended expedition. It has long been a favourite theory of mine, that one of the early races which peopled our continent was identical with that from which have descended the inhabitants of the numerous islands in the South Pacific. The fabrics accompanying the dried human bodies, or natural mummies, (if they may be so called,) that have been found in the caverns of the west, strongly resemble the rude articles that are manufactured in the Sandwich and other islands of the Pacific, and point to a sameness of origin in the respective people who prepared them. The most striking proofs of this, however, if the theory be a correct one, will be found in a comparison of the languages of these islanders with one another, as well as with the remains of aboriginal tongues on our own continent; and it is these very proofs which the projected expedition will be able to furnish, if they are at all to be obtained. Let me suggest, therefore, that
an individual well versed in comparative philology accompany you in your movements; one who shall prepare vocabularies of the most important words in the languages of the different islands at which you touch, and who shall be able to classify and arrange them. Comparative philology is as yet in its infancy with us; but in Europe it has already attained to a vigorous maturity, and accomplished the most interesting results. The great chain of the Indo-Germanic languages was first made known by it; vast gaps have been filled up by it in the early history of nations; and we may look forward with confidence to the most brilliant results, when its energies are brought to bear upon the languages of our own continent and the islands of the Pacific.

You and I have often indulged in speculations relative to the antiquity of America, and have regarded our North American Indians as comparatively late comers into the land. We have sometimes thought that, under all its integument of fable, there might still be lurking something of reality in Plato's narrative of Atlantis. He obtained his information from the priests of Egypt, and recent antiquarian researches in that interesting land have led us strongly to believe that her educated race were not unacquainted with our continent. How strongly do the red and beardless people, of noble bearing and handsome costume, depicted at Luxore as driven to their ships by Sesostris, remind the modern observer, it is said, of the red and beardless race of American Indians represented on the monuments of New Spain, and wearing the same palm-formed diadem! And then, again, how identical is the head-dress of the Azteque priestess with the veil or calantica of the heads of Isis and the Sphinx! What light may not comparative philology one day throw on this most interesting subject! It has already shown us that the peculiar Mexican dialect resembles no recorded language but the ancient Oscan, of Italy; and antiquarians have informed us, that the people represented on the ruins of the stone city of Otolum, near Palenque, on our own continent, resemble in
costume and receding foreheads the enslaved Oscans of the old Etrurian monuments. They have also proved a singular agreement between the cycles of the Etrurians and Mexicans, and between many of their symbols and numerical signs. On the other hand, the architecture of Etruria resembles that of Egypt, and the pyramids of Egypt reappear in the teocallis of Mexico. There is only wanting some connecting link to bind these remarkable analogies into one great whole, and that link is to be supplied by comparative philology. How honourable will it be to our national name, if the means by which she shall be enabled to arrive at this result be afforded her by our own countrymen!

I have taken, my dear sir, but one view of the results that may be expected to emanate from your intended enterprise. It is a view that would naturally be taken by one situated as I am. The other and more immediate advantages attendant upon your movements can easily be perceived by all, and require no comment from my pen.

That your efforts may be crowned with the richest success, is the earnest prayer of

Your sincere friend,

CHARLES ANTHON.

J. N. REYNOLDS, Esq.,
Washington City.
SIR—When you submitted to my perusal the plan of the material for the proposed scientific corps, I had time only to state my general approbation of the scheme, and to second the suggestion of Professor Anthon, in regard to the appointment of a philologist. I will now state my views more at large.

After providing a *practical astronomer*, whose business it shall be to notice celestial phenomena, particularly the part of the heavens less known, because less seen; and a meteorologist, who shall attend to the multifarious objects which belong to his department, now fast rising into importance; after supplying the branches of *hydrography* and *physical geography*, which are closely connected, the one with the safety of the navigator, the other with the perfection of a science in which every schoolboy is concerned; after making provision for the different branches of mineralogy, geology, botany, and zoology, the claims of which are so justly appreciated by our numerous Lyceums, and by all learned and intelligent naturalists, we come to the *natural history of man*—in my view, one of the most important objects which can be presented to the attention of the scientific corps.

Permit me, then, to recommend, as highly important in itself, and adapted to the wants and wishes of the learned at home and abroad, and as an object which will redound to the glory of our nation, the addition of two members to the proposed corps, whom, for the sake of conciseness, we shall call the *anthropologist* and the *philologist.*
To the anthropologist should belong the duties of examining, with a philosophic eye, the different tribes of men which may be subjected to his notice; particularly, he should examine their features, complexion, and physical conformation; their state of rudeness and civilization; their habits, manners, and customs; their progress in the arts; their political institutions, which, though rude, often display great wisdom; their religious opinions and usages—the impress, as it were, of a moral governor on their minds; he should form a fair estimate of their virtues and vices; and, in fine, he should examine their language, philosophy, traditions, and literature, which, as they draw nearer to nature, will be studied with a deeper interest by the true philosoper.

To the philologist should belong, particularly, the task of examining the various languages, with respect to their phonology, or elementary sounds; the forms of their roots, or radical words; the inflexions for expressing the different relations of words, and the structure or syntax of the language; of collecting extensive vocabularies from natives and interpreters; and of furnishing materials for the comparative philologist, by instituting similar and analogous inquiries, in respect to each of the several dialects.

It will be hardly possible for me to enumerate all the advantages, or to point out the various important bearings, of this great undertaking on the highest interests of man.

I. It will serve to fill up a department of knowledge, which will be seen to be important as soon as named—the natural history of man.

II. It will serve to show the connexion and relation of the different tribes of men; their common origin; and their progress, from their original seat, to their present location: an important chapter in the history of our race.

III. Every new dialect is a new exemplification of the powers and capabilities of human speech. The time is not far distant when the formation of new languages, and the modifications of old
ones, shall not be left, as it were, to the accidental operations of human intellect; but shall be subjected to the government of combined reason and concentrated wisdom.

IV. Every new language is a new development of the human mind. The philosophy of this moving principle in man is best studied where it is in fullest operation: to wit, in the constant flow of human language.

V. Our statesmen will recollect, that, in the infancy of our republic, the enlightened Catharine of Russia, a nation which had emerged hardly a century from barbarism, sent to the immortal Washington a request for the vocabularies of the different Indian tribes. The results of the investigation, which she first instituted, have given rise to a new science, that is now pervading all Europe, and modifying the grammars and lexicons of every language.

How glorious to second these objects; to carry our inquiries to the very borders of the Russian dominion, and not to rest till all the languages of the seas shall contribute their share to enlarge human science, and accelerate the progress of man to that perfection in knowledge to which he is destined, and of which language must ever be the only vehicle!

I waive, however, more minute specification; hoping that, on a subject whose relations may be less obvious to men engaged in public life, our distinguished philologists, such as Webster and Duponceau, Pickering and Gallatin, may be consulted, in order to give impulse and direction to that part of the enterprise, the execution of which must necessarily devolve upon the younger and more hardy and inexperienced.

Permit me, sir, in reference to the enterprise at large, to state, in my view, the absolute necessity of appointing an energetic committee at home, who shall publish the official communications of the corps, as fast as received: this only can satisfy the impatience of the learned and scientific, on the one hand, and secure the activity of the corps itself, on the other.
With many wishes for the success of the enterprise, and the safety of all who may embark in it,

I am, respectfully,

Your humble servant,

JOSIAH W. GIBBS.

J. N. REYNOLDS, Esq.,

New York.
DEAR SIR—So the expedition has been sanctioned by congress, and the president has determined to have it fitted out on an efficient scale, and with the most liberal provision for all the departments of science? This is, indeed, good news, and we are all delighted with it. The organization of the scientific corps is a matter of great importance, in reference to which, I cannot refrain from throwing out a few hints for your consideration; although I am not aware that I can communicate any particular information which you have not already obtained, or may not readily obtain, from other and higher sources. I shall, of course, confine my remarks to pure Natural History; and, in the few suggestions I have to offer, I shall even restrict myself almost entirely to the subject of the botanical department; not only because, being most in accordance with my immediate pursuits, I am naturally more especially interested in that department; but, also, because I fear that its high importance and great promise of practical utility may be, in some degree, overlooked. The natural history of the extensive regions which the projected expedition is designed to explore, is, in all its branches, almost wholly unknown; and the small and casual collections hitherto made in different voyages, have rather served to excite the curiosity of the scientific world, than to produce any very important practical results. Indeed, more new and interesting objects, both in the animal and vegetable kingdoms, may be confidently expected from these regions, when thoroughly
explored, than from any other part of the whole known world, excepting, perhaps, the Mountains of the Moon in Central Africa.

A principal reason for impressing upon the directors and conductors of the expedition, the importance of a well-filled botanical department, consists in the fact of the almost certain discovery of new and valuable kinds of woods, new materials for cordage, (for which we are already so greatly indebted to the islands of the South Sea,) new dye-stuffs, drugs, and other useful vegetable productions, which may hereafter open a wide field for commercial enterprise, and contribute, in no small degree, to the prosperity of the country. You will at once observe, sir, that these anticipations contemplate for the botanist of the expedition, higher and more extensive duties than the mere collection of ornamental plants, and the description of new species. These objects should, indeed, receive all proper attention, whilst the more important results, at which I have hinted, should be steadily kept in view. It is obvious, therefore, that the person selected to take charge of this department, should not only be a skilful botanist, but should also be well versed in vegetable chemistry; and it is especially desirable, that he be furnished with the requisite means of testing, on the spot, the nature and probable value of the various vegetable products, that may be from time to time discovered.

I think it highly important that the botanist be instructed to collect and preserve several sets of all the objects in his province; in order that the government may in due time present a suite of specimens to several of the learned societies, and even, perhaps, to the most eminent scientific individuals, both in this country and in Europe. In this way, the risk of losing, at any future period, the whole collection by fire or other accident, will be completely obviated; and the means of comparison and confirmation being thus liberally afforded to the whole learned world, the results may be expected to contribute, in the very highest degree, to the advancement of science. The example of the East India Company,
in the universal distribution of the magnificent collections of Dr Wallich, is, in this respect, worthy of all imitation.

By a comparatively slight increase of labour on the part of the scientific corps, a sufficient collection may be made for the purposes I have indicated; since the botanist, when fully prepared with the requisite means, can prepare thirty or forty specimens almost as readily as a smaller number. In some branches of zoology, I am well aware that collections cannot be made upon so extensive a scale, except by a very disproportionate increase of expense and labour: The number of sets to be collected will, of course, wholly depend upon the circumstances under which the scientific corps are to be placed; but the botanist should be instructed to secure, if possible, at least twenty-five or thirty specimens of all the plants, fruits, &c., which fall under his notice.

I omit all particular remark concerning the zoological and mineralogical departments in the proposed expedition: not, as you will readily believe, that I by any means underrate their importance; but because I conceive that you are already in correspondence with those who are making these sciences a separate pursuit. To do justice to the single department of zoology, will require the joint labour of several persons: all subordinate, of course, to a common head, who will assume the direction of the whole. A botanist, with two competent assistants, will, I think, suffice for that department. Two assistants are, in my opinion, indispensable, since the aid of one will be constantly needed by the principal botanist; while the other would often be required to accompany the smaller vessels, when engaged in a distant survey.

Allow me, in conclusion, to express a hope, since our government is about to lend its aid to the promotion of maritime discovery, in which the chief nations of Europe are already so highly distinguished,—a hope entertained, I trust, by all who feel a lively interest in our national honour,—that the whole expedition will be placed upon a scale of enlightened liberality, with a view to the
accomplishment of great results; and that those who conduct its various operations should be fully aware that its final and complete success wholly depends, under Providence, upon their diligent, harmonious, and wisely-directed efforts.

With sincere respect,

I remain, truly, yours,

A. GRAY.

J. N. REYNOLDS, Esq.
PHILADELPHIA, August 15, 1836.

DEAR SIR—On first hearing that the government were about sending an exploring expedition to the South Seas, I paid little regard to the circumstance, presuming that the interests of navigation would alone be consulted, or that, if other matters of science were connected, they would be regarded as of very secondary importance;—judge, then, of my surprise, on learning that it would be rendered not inferior to any previous, in contributing to all branches of knowledge; and more, that it was to be no imitation, either in its route or organization.

As zoology has always formed a very prominent feature in such undertakings, you will excuse me for troubling you with a few remarks. The first object that should claim the attention of the zoologist is, of course, man. It is of the very first importance to record, as soon as possible, all that can be ascertained of the present inhabitants of the small islands of the Pacific. From the vast influx of foreign vessels of late years, the original character of the population will, in all probability, soon be lost, and its history must be looked for hereafter, in these very exploring expeditions. Now the tact of the experienced naturalist might detect points in the physical aspect of the natives, that would have escaped the notice of the Philologist, the Ethnographer, or even of the Anatomist.

A knowledge of the species of animals and plants is one great object that naturalists are aiming at. What results will arise from the attainment, it is impossible to foresee; as, indeed, from any
real addition to knowledge. Its present state has led to the discovery, that the globe was once occupied by other inhabitants than the present. Whence the species of our time have come, it is not for us to say. We find them allotted in different sets to different portions of the earth, each individual species spreading as far as its own organic structure permits.

But maritime intercourse is changing the face of things. The different races of mankind are brought into unexpected contact and are supplanting each other on every hand. Plants in vast variety, as well as animals, are transferred from their native clime to seize upon a foreign soil.

The productions of small islands, though not numerous, are extremely interesting; more especially, when widely separated from a continent. Such often contain peculiar animals and plants, animals, too, of very considerable size. The huge, helpless tortoise of the Galapagos, could not have kept up its race on a continent, or on an island inhabited by man, were it at all noxious, or even useless. It is now nearly certain, that during the short period Europeans have been acquainted with the great ocean, a clumsy animal of the ostrich kind has entirely disappeared. Whether it is, that in a wide extended field the number of species has been reduced by the same process of mutual extermination, this is most certain, that the variety is by no means in proportion to the surface.

With regard to the organization of the zoological department, I would remark, that as the range is so ample, several observers will be required; and much might be gained by a distribution of the branches. No one individual can do justice to all parts of zoology — life is too short, even in the absence of other considerations. The department would be lame, indeed, without some one versed in the internal structure of animated beings. One or more good natural-history draughtsmen are indispensable, and the requisite qualifications are very rarely to be met with. The mechanical part of collecting and preserving should be well provided for; all
that can be done at home should be reserved for the return of the expedition, for the zoologists will find ample occupation in living nature.

But perhaps I am too sanguine. I am well aware that the subject is not in high favour with the community generally. If, however, "the proper study of mankind is man," then natural history is the looking-glass. Man is born of infinite capacity, but falls into the snare of pride, and pays the penalty with misery.

Your obedient servant,

CHARLES PICKERING.

J. N. REYNOLDS, Esq.,

New York.
PHILADELPHIA, September 5, 1836

DEAR SIR— I have read with great pleasure the letters addressed to you by a number of our most distinguished scientific and literary characters, on the subject of the intended expedition to the South Seas, which you have had the goodness to communicate to me, and which you intend for publication. It is very patriotic in you, while our government is desirous of obtaining all the information, and collecting all the lights that they can upon this interesting subject, thus to aid in promoting their views, and, what is not less important, to make the people at large fully sensible of the high importance of this measure to the honour, as well as to the advantage, of the United States. Those letters are well calculated to produce that effect, and therefore I cannot but highly approve of their publication.

The Secretary of the Navy has applied to the American Philosophical Society for information and advice on various points connected with the intended expedition. The same thing has been done by former administrations on similar occasions, and it is the constant practice of the governments of Europe to avail themselves of the concentrated knowledge of their learned societies. I shall not fail to lay your correspondence before the committee, which our society will appoint to take this matter into consideration, and I have no doubt that they will derive much benefit from it, and will be the better able to perform the honourable duty imposed upon them.
Under these circumstances, it would be improper in me, as an officer of that society, to enter here into the discussion of matters of detail, on this important subject. It would be disrespectful to my colleagues, whose views may differ from mine, and by which mine may be corrected, and to our government, to whom our opinions are due in the first instance. But I am free to say, that I fully concur with your learned correspondents, in considering the intended expedition as a source of high honour, as well as of advantage to the United States and to the world at large. Its most immediate objects are the safety of our navigation, the increase of the skill of our hardy seamen, and the facility of our commerce, by which its prosperity will be promoted. Such, if favoured by Providence, will, I hope, be its results. Our national honour is also to be considered. England, France, and Russia, must no longer claim the pre-eminence over us as maritime explorers of the surface of our globe. We must have our Ansons, our Cooks, our La Perouses, our Rosses, our Parrys, and our Kruzensterns. Our charts and our maps must be the guides of navigators through the world. The expense that will be incurred in this expedition, however great it may appear to those who do not take a correct and an enlarged view of its objects, will be but trifling, when compared with the immense benefits that will flow from it.

I am,respectfully, dear sir,

Your most obedient servant,

PETER S. DUPONCEAUX.

J. N. REYNOLDS, Esq.,
New York.
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DOCUMENTS.
LETTER FROM J. N. REYNOLDS

TO THE SPEAKER OF THE

HOUSE OF REPRESENTATIVES,

UPON THE SUBJECT OF AN EXPEDITION:

ACCOMPANIED WITH PETITIONS FROM INHABITANTS OF SEVERAL STATES, PRAYING

THE AID OF GOVERNMENT IN CARRYING THE SAME INTO EFFECT.

JANUARY 22, 1838.
Read and referred to the Committee on Naval Affairs.

SIR: I have the honour of transmitting to you several memorials, signed by citizens of the United States, recommending to the favourable consideration of Congress the importance of affording some efficient aid in fitting out a small expedition to explore the immense and unknown regions in the southern hemisphere. They believe that an expedition could scarcely fail in making discoveries of some interest, by finding new islands, or increasing our knowledge of those already laid on the maps; that commerce might be benefited by surveying the coast frequented by our hardy fishermen, and upon which they frequently suffer shipwreck, with many privations, and loss of property.

It is believed new channels might be opened for commercial pursuits in animal-fur—a trade out of which an immense revenue accrues to the government, and which greatly augments our
national strength, by increasing the number of our most efficient seamen.

Among these memorials, you will find one from Albany, dated October 19th, 1827, and signed by his excellency Nathaniel Pitcher, lieutenant-governor of the state of New York, the honourable Erastus Root, speaker of the house of representatives, and by nearly all the members of the legislature.

I have also the honour of transmitting to you three other memorials:—the first is dated Charleston, South Carolina, May 31st, 1827, and signed by the mayor of the city, President of the Chamber of Commerce, and by a very long list of respectable citizens. The second is dated Raleigh, North Carolina, December 24th, 1827, and contains the signatures of his excellency James Iredell, governor of the state; the honourable B. Yancy, speaker of the senate; the honourable James Little, speaker of the house of commons; and by a large proportion of the members of each branch of the legislature. The third memorial is dated Richmond, Virginia, January 1st, 1828, and is sustained by a number of respectable citizens: by the honourable Linn Banks, speaker of the house of delegates, and by a large and very respectable number of the members of the legislature.

With the above papers, I send you for reference, in like manner, the following preamble and resolution, adopted by the house of delegates of the state of Maryland, which I have had in my possession, but which has never been officially introduced into this house:

"Whereas foreign nations have long turned their attention towards the acquirement of a more perfect knowledge of the geography of the earth, by means of voyages of discovery, and by these exertions have not only acquired reputation, but extended the weight of their influence, opened new channels for commercial enterprise, and benefited the human race, by enlarging and
improving the boundaries of knowledge: And whereas the government of the United States has attained a high standing among the nations of the earth; the practical result of the most stupendous, as well as successful, experiment ever made in politics; a population fast increasing; commercial relations and interest co-extensive with the civilized world; nautical skill, perseverance, and enterprise, if not unequalled, at least unsurpassed: And whereas the sending out of one or two vessels on a voyage of discovery would not be attended with any very heavy demands on the public treasury; and would seem to be in strict accordance with the character and liberal policy which ought to be pursued by a government whose political existence is, in a great measure, dependant on the general intelligence of her people: And whereas a great number of the most enlightened citizens, of different sections of our country, have memorialized the senate and house of representatives of the United States, in congress assembled, and have set forth in their memorials that, under the patronage of the United States, an expedition should be fitted out without delay, and proceed to acquire a more correct knowledge of our own continent; or, if possible, to enter the more interesting and extensive field for enterprise in the southern hemisphere; and, provided for the purpose with hardy seamen and scientific persons, to bring home to us the result of their labours, for the honour of our country and the benefit of mankind: And whereas voyages of this kind, even when they fail of making important discoveries, bespeak a liberal policy, and give character to the people who undertake them: Therefore,

"Resolved by the General Assembly of the State of Maryland, That we do highly approve of the views of the said memorialists, believing that a polar expedition, if properly conducted, could scarcely fail in adding something to the general stock of national wealth and knowledge, and to the honour and glory of the United States."
LETTER.

It is, perhaps, unnecessary to remark, that this expression of public sentiment, though extensive, and deserving the most respectful consideration, is small, when compared with other and similar memorials, presented during the last session, and referred to the secretary of the navy; to all of which the committee, of course, can have easy access.

While, sir, I accept, with much pleasure, your proffered kindness, in giving to these memorials their proper direction in the house of representatives, I beg you to accept the assurance of the high consideration with which I am, sir,

Your obedient servant,

J. N. REYNOLDS.

Hon. Andrew Stevenson,

Speaker of the House of Representatives.
MEMORIAL
OF THE
CITIZENS OF NANTUCKET.

TO THE HONOURABLE THE SENATE AND HOUSE OF REPRESENTATIVES IN CONGRESS ASSEMBLED.

The memorial of the subscribers, citizens of the town of Nantucket, respectfully represents:

That the intercourse maintained between different parts of the nation, and the islands and countries of the Pacific ocean, has become a matter of public interest, and deserving the protecting care of the national legislature. The fur business, and the trade carried on between the Pacific islands and coasts of China, as is known to your honourable body, have afforded rich returns, and increased the wealth of our common country. Besides this employment of national industry and enterprise, they would represent that there are engaged in the whale fishery, from various parts of the country, upwards of forty thousand* tons of shipping, requiring a capital of three millions of dollars, and the services of more than three thousand seamen. Whether viewed as a nursery of bold and hardy seamen, or as an employment of capital in one of the most productive modes, or as furnishing an article of indispensable necessity to human comfort, it seems to your petitioners to be an object especially deserving the public care. The increased extent of the voyages now pursued by the

* Greatly under the true estimate, even at that period.
trading and whaling ships into seas but little explored, and in parts of the world before unknown, has increased the cares, the dangers, and the losses of our merchants and mariners. Within a few years, their cruises have extended from the coasts of Peru and Chili to the Northwest coast, New Zealand, and the isles of Japan. This increase of risk has been attended by an increase of loss. Several vessels have been wrecked on islands and reefs not laid down on any chart: and the matter acquires a painful interest from the fact, that many ships have gone into those seas, and no soul has survived to tell their fate. Your petitioners consider it a matter of earnest importance that those seas should be explored; that they should be surveyed in an accurate and authentic manner, and the position of new islands, and reefs, and shoals, definitely ascertained. The advancement of science, and not their private interest only, but the general interests of the nation, seem, to them, imperiously to demand it. They, therefore, pray that an expedition may be fitted out, under the sanction of the government, to explore and survey the islands and coasts of the Pacific seas, and, as in duty bound, will ever pray.

November, 1828.
MEMORIAL
OF THE
EAST INDIA MARINE SOCIETY,
OF SALEM, MASSACHUSETTS,
PRAYING THAT AN EXPEDITION BE FITTED OUT BY THE GOVERNMENT TO MAKE A VOYAGE OF DISCOVERY AND SURVEY TO THE SOUTH SEAS.

DECEMBER 16, 1834.
Referred to the Committee on Commerce, and ordered to be printed.

TO THE HONOURABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED.

The memorial of the subscribers, citizens of the United States, respectfully represents:—

That the vivifying influence of unshackled and unobstructed commerce is, to our highly-favoured nation, what the healthful pulsation of the heart is to the human frame: it not only gives life and enjoyment to the immediate vicinity of its vibrations, but communicates the same, by a thousand mysterious channels, to the remotest extremity of the body politic: it is the fountain from which unfailing streams of revenue, our financial reservoir, is supplied with the means of national existence. To remove every obstacle which may impede or retard the healthful operation of this vital organ, is evidently the interest, and consequently the duty of the supreme legislature of the country.

Under such impressions, it is with no small degree of interest your memorialists perused an honourable expression of the legis-
lature of Rhode Island, during its recent session, of which the following is a copy:

"State of Rhode Island and Providence Plantations, in General Assembly, October Session, A. D. 1834.

"Resolved, That, in the opinion of this general assembly, the subject of the memorial of J. N. Reynolds and others, dated November, 1834, praying that provision may be made by law for a voyage of discovery and survey to the South seas, is highly important to our shipping and commercial interests, and is hereby recommended by the said assembly to the favourable consideration of the Congress of the United States."

In favour of this memorial, that an expedition be fitted out under the sanction of government, the object of which shall be to examine the numerous places of traffic already opened by the enterprise of our citizens, and to open new channels for the extension of trade, by the examination of such groups of islands, in the great North and South Pacific ocean, as are imperfectly or entirely unknown; to ascertain their true positions on the charts, examine their harbours and capacities, open friendly intercourse with the natives, which may be the means of preventing the effusion of blood; in a word, there are so many ways in which such an expedition might be useful, if well conducted, to our extended and unprotected interest in those distant seas, that a minute specification of them seems unnecessary, as they must be obvious to every enlightened mind.

On this subject, many of your memorialists speak with a practical knowledge; for among them are those who were the first to display our national colours in our commerce to the eastern world; among them are those who have been engaged in trade on coasts and among islands but little known; and they have felt, in losses and in painful solicitude, the want of the protection of their gov
ernment, as well to point out the position of a dangerous reef, as
to defend them against the natives, who had seen nothing of our
power to restrain them from unlawful attacks upon their vessels
or their lives; among them are those who have visited the islands
in the Pacific, as well as those in the east, and have seen and
felt the dangers our vessels are exposed to for the want of such
protection as an expedition, fitted out for the express purpose,
alone can give.

Your memorialists refrain from going into any computation of
the immense amount of tonnage and capital engaged, from the
United States, in the whale-fishery, all of which is more or less
interested in such an expedition. Without attempting to design-
ate the groups or islands most important to be examined, your
memorialists would simply call the attention of your honourable
body to one point, which may serve as an index to the rest:—
the Feejee or Beetee islands. What is known of them? They
were named, but not visited, by Captain Cook, and consist of
sixty or more in number. Where shall we find charts of this
group, pointing out its harbours and dangers? There are none
to be found, for none exist. And yet, have we no trade there?
We speak not for others, but for ourselves.

From this port, the following vessels have been, or now are,
employed in procuring $biche-le-mer$ and shells at the Feejee
islands, in exchange for which eastern cargoes are brought into
our country, and thus contributing no inconsiderable amount to
our national revenue:—

Ship Clay, brig Quill, have returned; brig Faun, lost at the
islands; ship Glide, Niagara, also lost; and bark Peru greatly
damaged, and in consequence condemned at Manilla; brig Spy
damaged, but repaired again; brig Charles Doggett, bark Pallas,
brig Edwin, ship Eliza, ship Emerald, ship Augustus, and brig
Consul.

The Charles Doggett has recently returned, in consequence of
having a portion of her crew massacred by the natives. The ship Oeno, of Nantucket, was lost on one of these islands, and her officers and crew, consisting of twenty-four in number, were all massacred, in like manner, except one.

Thus, it must appear to your honourable body, that the losses sustained at this single point—to say nothing of the value of human life, which is above all value—would not fall far short, if any, of the amount necessary to fit out an expedition for the better examination of such points in the Pacific ocean and South seas, as require the attention of government.

Wherefore, your memorialists beg leave to unite their prayer with that of the state of Rhode Island, praying that provision may be made by law for a voyage of discovery and survey to the South seas; and your memorialists, as in duty bound, will ever pray.

WM. FETTYPLACE,

President of Salem East India Marine Society.

Hall of the East India Marine Society, Nov. 22, 1834.

[Signed by 54 Members of the East India Marine Society.]
RESOLUTION

OF THE STATE OF

NEW JERSEY.

Resolved by the House of Assembly, That we approve of the fitting out of an expedition to the South seas, by the national government, on a voyage of discovery and survey, believing that such expedition, if properly conducted, could scarcely fail in adding something to the general stock of national wealth and knowledge, and to the honour of our common country.

House of Assembly, March 2, 1836.

I do hereby certify that the foregoing resolution was adopted by the house of assembly of New Jersey this day.

JOS. C. POTTS,
Clerk pro tempore of the House of Assembly of New Jersey.
PROCEEDINGS
IN RELATION TO
AN EXPLORING EXPEDITION,
BEFORE THE COMMITTEE ON NAVAL AFFAIRS,
IN THE
HOUSE OF REPRESENTATIVES OF THE UNITED STATES, 1828.

Letter from the Chairman, by order of the Committee.

House of Representatives, Committee on Naval Affairs.

SIR: If it will not be inconvenient for you to furnish, it will be acceptable to the committee on naval affairs to receive, a brief statement, in writing, of the views you submitted to them, and any others you may deem proper, respecting the advantages to commerce of the exploring expedition to the South, for which you are a petitioner.

Such a statement, it is supposed, would contain your reasons for general results, and a reference to authorities for specific facts, as well as a tabular statement of the results and facts, so far as they may be susceptible of being stated in such a form.

With esteem and respect,
Your humble servant,

MICHAEL HOFFMAN.

J. N. REYNOLDS, Esq.

Answer to the foregoing.

Hon. Michael Hoffman,
Chairman Committee on Naval Affairs.

SIR:—In compliance with your request, in writing, I send you a brief statement of my views of the extent, character, and advantages of the commerce of this country in the Pacific ocean, with
a few calculations, made from the best information I could obtain. As the files of the custom-house do not directly assist us in this investigation, it is but proper that I should state to you, distinctly, the sources from whence my information has been derived; and, at the same time, my avowal of the full belief, that all my statements and calculations fall far short of the amount that the most accurate accounts, with the mention of every item, would swell to, could they be given. I have put my facts into as tabular a form as the nature of the case will admit, and will exhibit my results as succinctly as possible.

The information I have the honour to exhibit was obtained from the following sources:—

First, From frequent conversations with intelligent men, long acquainted with that trade; several of whom had made frequent voyages in those seas.

Secondly, From the perusal of log-books and journals kept by well-informed men, while engaged in the various commerce of the Pacific, covering a space of more than seven years previous to the war, and more than five years since.

Thirdly, From facts that have transpired in several lawsuits between the owners of vessels employed in the Northwest-coast trade and their captains, agents, and factors.

Fourthly, From such official documents, in the Navy Department, as are open to inspection on the records, being letters, reports, &c., from the several naval commanders who have been sent to protect our commerce in that quarter.

The objects of my inquiries have been: Firstly, the nature and extent of the whale-fishery, and of its importance to the welfare of our country.

Secondly, The extent and character of the sea-otter-skin trade.

Thirdly, The fur-seal-skin trade.

Fourthly, The sandal-wood trade,

Fifthly, The ivory sea-elephant-tooth trade.
**REPORT.**

Sixthly, The land-animal fur-trade.

Seventhly, The feather-trade.

To these inquiries I have added a few remarks upon the articles of export for this branch of commerce, and the general benefits resulting from it, independent of the wealth it brings into the country.

A full account of the whale-fishery, from its earliest history, is to be found in the Massachusetts Historical Collection, brought down to the commencement of the revolutionary war. At this time, the whale-fishery was confined to Nantucket, almost entirely. The last year, previous to the interruption of the business by the British cruisers, the returns and results of these voyages for the season, were thirty thousand barrels of oil, and one hundred and sixty tons of spermaceti candles. After the close of the conflict, whales becoming scarce on the coast of Brazil, to which place they had, for some years previously been pursued, the enterprising people of Nantucket ventured into the Pacific ocean, where they understood, from the accounts of Vancouver and Cook, that the whales were to be found in great abundance. This was soon after the year 1790. These adventurous voyages were attended with success, and have been increasing ever since, until it may be stated to have reached the following extent, viz.: to vessels of considerable size, sufficiently large, on an average, to carry two thousand barrels of oil: in Nantucket *seventy*; in New Bedford sixty; in New York, Boston, Stonington, New London, &c., at least twenty more; making in the whole one hundred and fifty.

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* This estimate was by far too small.
Suppose we say eighteen hundred barrels of oil each, with the proportion of candle matter, and allow two years to every voyage, this would furnish a result of one hundred and thirty-five thousand barrels a year, or four millions fifty thousand gallons; and the spermaceti candles would amount to eight hundred thirty-seven tons, or one million six hundred and seventy-four thousand pounds a year.

The crews of these vessels amount to about twenty-five each, men and boys; therefore keeping in employ three thousand seven hundred and fifty seamen; and thereby keeping up also a school for nautical instruction, superior to any other to be found. This is a business in which there has, as yet, been no great uncertainty or fluctuation. Almost all who have engaged in it have grown rich; as the market is great for home consumption, and never glutted abroad.

As the whale-fishery decreases in the sea now frequented for this purpose, other places must be found to pursue it in to advantage; and as the demand for less pure oil for the manufacture of gas light, increases, the islands and shoals should be explored for the porpoise and sea-elephant, who make their haunt in such places; and there can be no doubt that a sufficient number can be found, by proper search, to answer these demands as they arise. Other fisheries in high latitudes may be enlarged, and also found profitable, the salmon and cod fisheries particularly; as there would be a great demand for them in the South American provinces—a people who would not think of supplying themselves for the present. It may be said of fish, perhaps, what cannot be said of any other, or most articles of consumption, that the markets increase with the quantity brought to supply them.

This is illustrated by the mackerel-fishery, which is principally confined to Massachusetts and Maine. About fifteen years ago, these states, then one state, began to think this branch of business might be made of some importance, and inspectors of this article
were accordingly appointed. It was then stated, to the astonishment of most members of the legislature of Massachusetts, that there were twenty thousand barrels of these fish pickled this season. In a few years, the returns proved that there were thirty thousand barrels put up for market. This fishery has been gradually increasing, until, by the inspector-general's returns, it appears that one hundred and ninety-seven thousand six hundred barrels were inspected last year; and the price has not diminished; but the demand for this food increased, and is enlarging. Deducting all expenses for the sales of this article, more than half a million of dollars is made annually, yea, fished up from the bottom of the ocean, by the industry and enterprise of our people, and that, too, in a healthy employment.

Suppose, then, we could open a market for these fish in South America: the quantity, however large, would be all wanted, as the great mass of the inhabitants would soon wish to change the vegetable diet of their fast-days, for the more satisfactory and nutritious food they would find in the fish-market. This is proven from the fact, that Spain and Italy, with the West India islands, have been the great consumers of our fish from the Grand Banks and the Labradorers, and have, in most instances, paid us for them in specie. In 1744, thirty-two thousand quintals of codfish were sent from New England to Europe—this was of a superior quality—and three thousand and twenty hogsheads of tol. qual. to the West Indies.

That the traffic in sea-otter-skins has been very profitable, is conceded on all hands; but from the secrecy of the first navigators into that ocean, the precise extent of it cannot be ascertained. These valuable skins were at first bought up from the natives on the Northwest, for a mere trifle, in red cloth, glass beads, a piece of cutlery, &c., but not so of late—these skins being from forty to seventy dollars, and more, in China. The most experienced men in this trade put the amount of it since it was first begun,
from fifteen to twenty-five millions of dollars, and no one lower than ten millions. These animals have only, as yet, been found in certain latitudes, from 44° to 60° north; and between east longitude from London, 136° to 150°; inhabiting in great abundance, Beering’s islands, Kamtschatka, the Aleuthian and Fox islands; they land also on the Kurile islands.

Now, naturalists can find no reason why they should not exist on lands that may yet be found in the Southern hemisphere. This is a subject to be settled, and that nation which may have the honour of the discovery, will undoubtedly have, as they well deserve, the profits.

The sandal-wood trade is not so difficult, perhaps, to estimate: for there has not been quite so much secrecy about it. For many years, this wood had been found in the islands of those seas; but it was not known to have been a growth of the Sandwich islands, until it was discovered by Captains Davis and Winship, of Boston, about twenty-four years since. The quantity cut on this group of islands, is about three hundred thousand dollars worth a year; and what is found and cut on other islands, will make the trade in this article, at this time, amount to near half a million a year. If this wood should become scarce, it will be necessary to find new groves of it on other islands, or we must teach the natives how to grow it; and it is the opinion of many judicious navigators, that this may as well be effected, as to cultivate the oak or ash, or any other tree of our own forests.*

The fur-seal-skin trade has been very extensive and profitable in the Pacific. It is the general opinion of those conversant with the trade, that more than seven millions of fur-seal-skins have been taken by our enterprising seamen, since we commenced business in the Pacific. These skins have generally been sold in Canton for from two to three dollars, and sometimes more, on an

* Query.—Could not this wood be grown in some parts of Florida, and on the coast of Liberia?
average, for each skin: some have been brought to this country, and sold for domestic uses. The Stonington Telegraph mentions the extent of the seal-trade in that small place, which shows the enterprise of that industrious people in a very strong light. From November, 1819, to August, 1827, there were seventeen vessels which belonged to this port, and which brought, as an item of their cargo, skins, which were sold at auction, to the amount of three hundred and ten thousand seven hundred and forty-seven dollars and eight cents; and these skins were mostly taken in a high latitude. Let it also be remembered, that this is a mere item, made tangible from having been sold at auction; and that this amount of skins, exchanged in Canton for teas, would bring into the public treasury an amount, on the first return, greatly surpassing what would be necessary to send out an efficient exploring expedition.

The demand for this fur is increasing in this country, as the seals are diminishing in the Pacific. New islands must be found, where they have not as yet been disturbed, to furnish a supply for the market. The hunting of the whale and seal, heretofore carried on with so much vigour, has produced the natural and necessary consequence of rendering those animals more timid, and fewer in number, by their destruction, without reference to season. These animals as naturally and instinctively leave the haunts of the whalers and sealers, and retire to the more remote regions, as the wild-game of the west recede before the advances of the sturdy backwoodsman. They can be followed, and found in greater abundance, and taken with less uncertainty and risk. The results of late voyages prove that they can be procured with great facility in the remote polar regions. Captain Parry, with great profit to the British nation, opened a new channel for their trade, by transferring their fisheries from East to West Greenland. He says the number of whales in those high latitudes was astonishing; that not less than fifty were seen in a single watch.
Captain Franklin, standing on the shore of the Arctic ocean, describes the seal as sporting in shoals like porpoises. The discovery of islands of great size to the south is not too much to be hoped for, if we may be allowed to draw any inference from the obvious indications afforded by analogy, the observations of experienced navigators, or the natural indications afforded by ice, currents, &c., already known to exist in those regions. Such discoveries are coupled with the certainty, that the profit to be derived from them, in a commercial point of view, may be applied to the great advantage of our common country.

The land-animal fur-trade has not as yet been much encouraged, but several persons are now turning their attention to it. The Hudson Bay Company, which has been chartered for one hundred and fifty-nine years, have made the most grasping, extensive, and successful monopoly of this trade that is known in the annals of commerce; but a few spirited capitalists, with strong and well-situated factories on the Northwest coast, would soon take no small proportion of this immense trade. In Robson's account of Hudson's bay to the first lord commissioner of England, he says:—"There are furs, my lord, on this large tract of land, sufficient to supply all Europe, which yet are locked up by a few men."

The ivory-trade is becoming important, and will be much more extensive than it now is, when the sea-elephant is hunted for oil, as it will be when the whale becomes less numerous, and more oil is wanted for gas-works, as the great cities get more and more in the habit of using it. The porpoise-oil and seal-oil will be worth making for this purpose. The porpoise-fishery was formerly not heard of; once in a while, a porpoise was taken by accident; but now the Indians and others pursue it to a considerable extent, on our own northeasternmost coast.

The feather-trade has not as yet been followed in those seas, as it might have been; but, from the immense quantity of sea-fowl
in those regions, it is certain that the best of feathers might be obtained, and in the greatest abundance. Some of the beds brought from the Northwest coast are nearly equal in quality to the eider-down beds of Russia. The demand for feathers is great, and constantly increasing in this country. The finest quills might be obtained in pursuing this trade, and the demand for them is now great, and constantly increasing. The manner of preparing them, as the Dutch prepare them, might easily be taught to those engaged in the business; and instead of paying near half a million of dollars a year to Holland and Russia, and other countries, for quills, we could by this trade, supply our own market and others.

The articles which we export for this trade are now all within ourselves. Rice, tobacco, rum, whiskey, blankets, coarse wool-lens, cottons, calicoes, the ordinary kinds of cutlery, and trivial jewellery, and agricultural utensils, and some articles of household furniture, will soon find a market in the Sandwich islands.

It should be taken into consideration that these voyages are in the character of double voyages. The Northwest-coast cargoes are now, in small vessels, sent to China, and their proceeds furnish cargoes for large vessels sent direct from this country to Canton: and, by these means, we save the precious metals at home, which the direct China trade has so long drained us of.

To show the profitableness of this trade, we have only to look to those who have been engaged in it, and we shall find that most of them who began it early, have made large fortunes, and but very few of them have been unsuccessful. The cry is, that the trade, or business, is overdone. This is natural: those who have enjoyed the profits, are not willing to share them with others.

The extent of our commerce in those seas, in the whale, fur, and other trades, may, in some measure, be estimated by a report of Captain Hull, who was sent into the Pacific, to protect our commerce there. He says that, from the 30th March, 1824, to December 1st, 1825, he boarded two hundred and thirty-two
vessels, whose tonnage amounted to forty-three thousand five hundred and two tons, and the men to two thousand three hundred and fifty-two, and the guns carried by these vessels to two hundred and ninety-five:

| Vessels | - | - | - | 232 |
| Tonnage | - | - | - | 43,502 |
| Men | - | - | - | 2,352 |
| Guns | - | - | - | 295 |

And the probability is, that he did not fall in with one half of the number then navigating the Pacific.

When Captain Jones visited the island of Woahoo, on the first of November, 1827, he found nineteen vessels in the port, whose tonnage amounted to five thousand six hundred and fifty, with crews amounting to three hundred and seventy-eight men. Four of these vessels were loaded with skins, &c., and fifteen of them were whalingmen, and had on board twenty-five thousand and eighty barrels of oil, and only wanted about six thousand three hundred and twenty barrels to make full cargoes.

All is activity and spirit in these voyages: every master of a vessel and his officers and men are striving to do better than their fellow-labourers. These long and difficult voyages give a hardihood and enterprise to American seamen, which will continue as long as we are engaged in this trade. The length of the voyage, the difficulty of the navigation, the large size of the vessels, the science and care necessary for sailing them in safety, and the vicissitudes of the voyage, make the youngest on board a navigator, a seaman, a pilot, and a gunner.

Be pleased to accept, for yourself, and for the honourable members of your committee, the assurance of the respect and esteem with which I am, sir,

Your obedient servant,

J. N. REYNOLDS.
March 25, 1828.—Mr. Ripley, from the Committee on Naval Affairs, made the following report:

The Committee on Naval Affairs, to whom were referred a great number of memorials from citizens of various sections of the United States, praying aid from the Government in fitting out vessels for an exploring expedition to the Pacific seas, report:

That the number and character of the memorialists, and the opinions they have expressed upon the subject of the memorials, have called the committee to an attentive and careful consideration of the means required for such an expedition, the importance of the interests connected with it, and the immediate as well as ultimate advantages it promises to the nation. The committee do not propose to recapitulate their own views upon these subjects, but to refer the House to documents in their possession, with the general correctness of which they are satisfied.

For information in relation to the means required, they refer to a communication from the Secretary of the Navy, of the 14th of March, 1828, in reply to a note addressed to him by the committee.

In relation to the interests, individual and national, connected with such an expedition, the committee refer to a statement submitted to them by Mr. J. N. Reynolds, on the 10th February, 1828, in answer to inquiries addressed to him by order of the
committee. So much of the statement as exhibits the amount of our commerce in the Pacific seas, the committee think is fully sustained by the reports of the officers of our navy, who have, by order of the Secretary, heretofore made reports upon that subject, to which Mr. Reynolds refers, and with which his statement has been compared, as well as with the accounts of others familiar with those branches of our trade.

The dangers to which an immense amount of property is exposed, as well as the hazard to human life, for the want of knowledge, by more accurate surveys, of the regions to which our commerce is extending, and the probable new sources of wealth which may be opened and secured to us, seem to your committee not only to justify, but to demand the appropriation recommended; they therefore report a bill for the purpose.
CORRESPONDENCE

BETWEEN THE

CHAIRMAN OF THE COMMITTEE ON NAVAL AFFAIRS

AND THE

SECRETARY OF THE NAVY.

House of Representatives,
Committee on Naval Affairs, March 3, 1828.

SIR: The house has referred to the committee on naval affairs several petitions, praying that an expedition may be sent into the Pacific and Southern ocean.

I am directed by the committee to ask of your department your opinion respecting such an expedition, and briefly your reasons for it; and, if you shall be of opinion that such an expedition ought to be sent there, to request of you a project of the law to authorize it, with your reasons for its several provisions, and any other information you may be pleased to give on the subject.

With esteem and respect, I am, sir,

Your humble servant,

MICHAEL HOFFMAN.

Hon. Samuel L. Southard,
Secretary of the Navy.

Naval Department, March 14, 1828.

SIR: I have had the honour to receive your letter of the 3d March, in which, on behalf of the committee on naval affairs, you "ask my opinion respecting an exploring expedition into the Pacific and Southern ocean, and, briefly, my reasons for it."
I entertain the opinion that such an expedition is expedient. My reasons are briefly these:—

That we have an immense and increasing commerce in that region, which needs the protecting kindness of the government, and may be greatly extended by such an expedition. Of the extent and nature of this commerce, it is not easy to write briefly; nor is it necessary. It is better known to none than to some of the members of the naval committee in the house of representatives. The estimate of its value has been much augmented, in the view of the department, by the reports which have been made, under its orders, by our naval officers who have commanded vessels of war in the Pacific, and which are now on file.

The commercial operations carried on in that quarter are difficult and hazardous: they are correctly represented in the memorial of the inhabitants of Nantucket, to which I would refer, as well as to some of the many other memorials which have been addressed to Congress on this subject. It would seem wise in the government to render these commercial operations less hazardous, and less destructive of life and property, if it can be done by a moderate expenditure of money.

The commerce in the Pacific ocean affords one of the best nurseries for our seamen. An expedition, such as that proposed, would be calculated to increase that class of citizens—an increase in which the government and nation are deeply interested.

We now navigate the ocean, and acquire our knowledge of the globe, its divisions and properties, almost entirely from the contributions of others. By sending an expedition into that immense region, so little known to the civilized world, we shall add something to the common stock of geographical and scientific knowledge, which is not merely useful to commerce, but connects itself with almost all the concerns of society; and while we make our contribution to this common stock, we shall not fail to derive
the best advantages to ourselves, and be richly paid, even in a calculation of expenditure and profit.

The bill need not contain any other provisions, as the amount of the appropriation will limit the expenditure; and I do not presume that Congress would desire to prescribe the size of the vessels, their equipage, or the number and character of the persons to be employed.

In either of the plans proposed, whatever is done will be under the direction of this department, and the expense may be greatly diminished by permitting certain of the naval officers to join the expedition, and by using other facilities which are under its control.

I have the honour to be,

Very respectfully, &c.

SAM. L. SOUTHARD.

Hon. Michael Hoffman,
Chairman of the Committee of Naval Affairs, H. R.
The present measure of the improvement of the science and art of the officers of the navy, will have a direct and important effect on the progress of the navy. The improvement of the navy is essential to the safety and prosperity of the nation. The improvement of the navy is essential to the safety and prosperity of the nation.
On the 21st of May, 1828, the House of Representatives passed a resolution requesting the President of the United States "to send one of our small vessels to the Pacific ocean and South seas, to examine the coasts, islands, harbours, shoals, and reefs, in those seas, and to ascertain their true situation and description;" and authorizing the use of such facilities as could be afforded by the department, without further appropriation during the year. To this resolution it was your earnest wish that early and full attention should be paid.

There was no vessel belonging to our navy, which, in its then condition, was proper to be sent upon this expedition. The Peacock was, therefore, selected, and placed at the navy yard at New York, to be repaired, and supplied with conveniences suited to the object. Her repairs and preparations are now nearly completed, and she will be ready to sail in a few weeks.

In looking to the great purpose for which the resolution was passed, and the difficulties and dangers which must necessarily be encountered, it seemed to be both unsafe and inexpedient to send only one vessel. But the department did not feel that it had the authority either to purchase another, or to detach one more of the small vessels of the navy, to be joined with the Peacock. Nor, indeed, is there another in the service suited to this peculiar employment. But the opinion and wish of the Department being known, an offer was made to it of such a vessel as was desired,
being about 200 tons burden, and calculated for cruising in the high southern latitude, and among the ice islands and reefs which are known to exist there. This vessel has been received and placed at the navy yard, upon the express agreement, that a recommendation should be made to Congress to authorize its purchase, and if the recommendation was not approved, that it should be returned to the owner. No money has been expended under this arrangement. That satisfactory evidence might be had, both of the fitness of the vessel and its value, directions were given to Mr. Eckford, of New York, and Mr. Hartt, the naval constructor at Brooklyn, to examine it, and report on these points. Their report fixes the value at $10,000. I cheerfully discharge my obligation under the agreement, by an earnest recommendation that Congress authorize the price to be paid. Should this not be done, the vessel will be returned.

Measures have been taken to procure information of the present state of knowledge in our country, on the subjects pointed out in the resolution, from our citizens who have been employed in the navigation of those seas, and who possess information derived from experience, which is confined very much to themselves and their log-books and journals. An agent has been usefully and successfully engaged in this object, and has found few obstacles thrown in his way. Those who have been most acquainted by business and interest with that portion of the globe, feel the deepest solicitude for the success of the enterprise. The expedition will be enabled to sail with better guides than are usually possessed by those who embark in similar undertakings.

With a view to give the most useful character to the enterprise, it is important that persons skilled in the various branches of science should partake in it. Correspondence has therefore been held with scientific men, and some selections have been made, and others are now making, by the department, of astronomers, naturalists, and others, who are willing to encounter the toil, and
will be able to bring home to us results which will advance the honour and promote the interests of the nation.

The resolution was understood to authorize the use of the naval appropriations to furnish facilities for the expedition; and they have been used for all those objects which come within the terms in the bills of appropriations; as pay, subsistence, instruments, books, &c. But there are indispensable objects, which do not come within any of the items in the bill, and for which provision is required. A bill on the subject was reported by the naval committee at the last session of Congress, and placed on the list of business to be acted upon, but was not reached before the close of the session. Its passage is necessary to accomplish the purposes designed by the resolution. It does not seem proper to detail the "facilities" which it is the intention of the department to afford. One of them should be a vessel to carry provisions, in order that, upon the arrival of the expedition at the scene of operations, the exploring vessels may be supplied in such a manner that they may not be driven from their employment at too early a period, and that they may subsequently, from time to time, be further supplied from distant stations, so that no cause but the elements may arrest their labours: but they may at all times and seasons be at liberty to pursue their investigations without interruption. Other and obvious uses may be made of such a vessel, in the relief which it will afford should disease or death make serious inroads on their numbers. A vessel suited to this object is within the control of the department, and will either be chartered or purchased, as the means afforded by Congress may permit. The importance of the expedition, in all its aspects, and especially in its commercial relations, has augmented, in the view of the department, by all the inquiries and investigations which have been made; and an anxious desire is felt that nothing should be omitted which can tend to its ultimate success.
LETTER FROM THE SECRETARY OF THE NAVY, 

TRANSMITTING A 

REPORT OF J. N. REYNOLDS, 

IN RELATION TO 

ISLANDS, REEFS, AND SHOALS, 

IN THE PACIFIC OCEAN, &c. 

JANUARY 27, 1835.—Referred to the Committee on Commerce.

NAVY DEPARTMENT, January 24, 1835.

Sir: I have the honour to send herewith an original report of J. N. Reynolds, Esq., dated the 24th of September, 1828, describing certain islands, reefs, and shoals in the Pacific ocean, &c., and which is presumed to be the report called for by the resolution of the house of representatives of the 23d instant, and referred to as dated the 9th October, 1829. When no longer required, it is respectfully requested it may be returned.

I am, very respectfully, 
Your obedient servant, 
M. DICKERSON.

Hon. John Bell, 
Speaker of the House of Representatives.

CITY OF NEW YORK, September 24, 1828.

To the Hon. Samuel L. Southard, Secretary of the Navy.

Sir: In obedience to your request of June 30, I repaired, without delay, to New London, Stonington, Newport, New Bedford, Edgartown, Nantucket, and other places where information
might be found of the Pacific ocean and South seas. The whaling captains were ready to communicate such knowledge as they had treasured up or recorded in their numerous voyages. The owners of the whale-ships were equally anxious to do all in their power to assist me in the object of my visit to them. In these places, the navigators are certainly better acquainted with those seas than any other people in this or any other country can be. The information had, in some measure, been gathered in gross, but without order or much arrangement; and I had to go over the whole ground, and examine at Nantucket every individual navigator of those seas who could be found at home, with their log-books, and journals, and charts. The doing of this, and putting the intelligence into such form as might save you much time in reading, was a work of no trifling magnitude, which I mention only to excuse the delay of this report. It was pleasant for me to find that all I had heard before was confirmed by a long train of witnesses, and every calculation I had previously made fell far short of the truth.

The first objects of my inquiry were the navigation, geography, and topography presented by the whole range of the seas, from the Pacific to the Indian and Chinese oceans; also, the extent and nature of our commerce and fisheries in these seas.

The whole number of vessels in the whale-fishery, with those engaged in the sealing business, far exceeded the number I had given in my communication to the naval committee, and their tonnage was much greater. There are at least two hundred ships employed, being on an average of two hundred and seventy-five tons; some as large as five hundred, and others under two hundred tons. The average length of their voyages, taking one hundred and seventy-eight voyages, from 1815 to 1824, was twenty-nine months, and the average cargo of oil from the same ships was exceeding seventeen hundred barrels. But it should be observed that the ships are now generally larger than they were formerly,
the small ones being sold out of the fleet, as the whalemen call their ships, or broken up from decay and age. The length of their voyage is naturally increasing, from the fact that our whalemen are traversing new seas for the whale, sometimes doubling the Cape of Good Hope, and taking an eastern direction, meeting their brethren of the same pursuits who have doubled Cape Horn, while the latter sail over the ground in an opposite direction which the former had just traversed.

The crews of these ships, I found from general inquiry and a close inspection of their log-books and journals, are remarkably healthy. What sickness they have is from the scurvy, a disease incident to long voyages, and which is avoided only by the utmost care and the frequent use of fresh provisions. The whaling-ships are provisioned with beef, pork, and bread, for three years; but they never exceed three months on their whaling ground without recruiting themselves with fresh provisions from some neighbouring island. The utmost care is taken in fitting out these ships with many delicacies; and it is a general remark among whalers, that they live better at sea than on shore. Tea, coffee, and chocolate, are freely used as anti-scorbutics. These vessels are navigated with the utmost caution. Two men are constantly placed at mast-head, as sentinels; for many of the islands, rocks, and reefs, are not laid down in any chart; and those laid down or not are many of them so low that this precaution is indispensably necessary for their safety. From this precaution, many rocks, reefs, and islands have been discovered by them, and pretty accurately noted. The whalingmen are much advanced in mathematics and practical navigation beyond other navigators: for, on their long voyages out and home, the most intelligent officers assist the younger in their mathematical and nautical studies; and thus schooled, all come home improved in their branches, distinction in them being the direct road to preferment. The scarcity of the whale on the common whaling ground may be
easily accounted for, when it is understood that it takes about ninety whales, as they average, to make a full cargo, and that from this calculation our own whalemens take about eight thousand a year, and, from a moderate calculation, more than two thousand are mortally wounded that cannot be taken, making ten thousand a year destroyed by us. I have stated these particulars to show how necessary it will be to explore new grounds in higher southern latitudes for the right whale, when the sperm whale become scarce in the equatorial regions. And, from the accounts I have received, there is an immense extent of ocean in the high southern latitudes westward, of which there is no account given; and if there be any, but little more is known than this, that the geographer has marked it on his maps and charts with a sweeping hand, to fill up the mighty space of which the world is as yet ignorant, and will long remain so, if the enterprise of our government does not explore it.

I shall now proceed to give you a list of the discoveries of our enterprising and careful navigators in those seas, in as tabular a form as may be consistent with a clear view of the extent and importance of these discoveries. The English charts, and those of other countries, are as yet very imperfect. Much of their information has been obtained from loose accounts from whalers, who were careless in some instances, and forgetful in others, and which were seized with greediness by the makers of maps and charts, in order to be the first to make these discoveries known. But, perhaps, it does not become us to be hypercritical upon other nations, as we have as yet no maps or charts of our own to compare with them.

From all the accounts I have received of the islands, reefs, rocks, &c., in these seas, I draw the inference that most of them are of volcanic origin, and have arisen, in the lapse of ages, in groups or single islands, as it has pleased the great Creator of the

<table>
<thead>
<tr>
<th>Island Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volcanic</td>
<td>Arisen in groups or single islands</td>
</tr>
<tr>
<td>Equatorial</td>
<td>In higher southern latitudes</td>
</tr>
<tr>
<td>Sperm Whale</td>
<td>Right whale in scarce regions</td>
</tr>
</tbody>
</table>

...
universe to call them into existence; and by the same great engine of nature they may be constantly changing.

The information I have collected, if not perfectly accurate, is certainly the most so that can be found. It has been drawn from purely original sources; nothing has been received at second hand. I have examined the log-books, journals, maps, and charts of the navigators themselves, and in most cases have questioned them personally. Many of these facts have been received from several quarters, and I have had opportunities to compare them with others that have been offered before. Nantucket often had confirmed the information from New Bedford, and vice versa. When the individuals were equally good in point of intelligence, and their statements in any way differed, I have given both accounts; but if there was a decided difference in the intelligence of the authority, I have adopted that which was held in the most general estimation.

Some of those whom I have examined, whose voyages were of very recent date, or were connected with a train of remarkable facts, I have considered separately, and have given their statements as made to me verbally, or have taken extracts from their journals, without placing their discoveries under the general heads. Their brief statements of the most recent date will show most distinctly that the field for discoveries is still prolific, and that there will be a sufficiency of subjects in those seas to employ the enterprise of our country for many generations to come.

The currents have in many instances been given; and from all I could gather from the statements made to me, they are caused by the winds rather than from any motion of the earth, and of course are perpetually varying in such a manner that but little reliance on the experience of any one can be placed. The variations of the needle I did not find noticed by many of the navigators. Captain Swain, of Newport, has noticed the variations in
some latitudes, which will be given in this report. There is one fact worthy of remarking, which I obtained from the most experienced navigators, which is, that in all their voyages round Cape Horn, from the first commencement of their entering the Pacific until the present day, not a single vessel has been wrecked or lost in doubling the Cape; and these navigators sail from home whenever they are ready, without the least regard to the season of the year: still, however, all agree that March and April are the best months to double the Cape, as fresh gales are then frequent without dangerous storms. I noticed, from their log-books and journals, that they reach the most dangerous parts of the Cape navigation in about ninety or one hundred days from our shores.
INDIAN OCEAN.

ISLANDS AND REEFS.

<table>
<thead>
<tr>
<th></th>
<th>North latitude.</th>
<th>West longitude.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Galago island</td>
<td>1° 48'</td>
<td>104° 06'</td>
</tr>
<tr>
<td>Fanning's do.</td>
<td>3° 49'</td>
<td>158° 29'</td>
</tr>
<tr>
<td>By others</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3° 44'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>159° 6'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>also, 3° 50'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>158° 45'</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Not on the charts.

The centre of Fanning's island lies in 3° 52' N., and 158° 56' W., by lunar observation and chronometer. It is a lagoon island, the land about 5 ft. above the surface of the water. Cocoa-trees, 60 or 70 feet in height, are on it. The remains of a stone hut, about 12 feet square, and in it human bones, stone hatchets, and blackfish-teeth, with holes drilled thro' them. Some parts of the land had been cultivated, as appeared by the gardens, fences of stone, &c.; remaining.—

The island is about 40 miles in circumference; the mouth of the harbour 30 rods in width on the south side; soundings, going in, from 3 to 7 fathoms: there is a good harbour under the eastern point. The Lion was lost on a reef which makes off to the south from the entrance of the harbour, on the starboard hand going in. The tide ebbs and flows about 5 feet, and in its strength runs 6 to 7 knots out and in. Deep water all round the land close in. About 90 miles distant is Washington's island.

Washington's island, 4° 30' 126°
<table>
<thead>
<tr>
<th></th>
<th>North latitude</th>
<th>West longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>By others 4° 50' and 160° 30';</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Island, - - -</td>
<td>6° 36'</td>
<td>166°</td>
</tr>
<tr>
<td>Barber’s island, - -</td>
<td>8 54</td>
<td>178</td>
</tr>
<tr>
<td>Also, 8° 33' and 177° 59'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reef, - - -</td>
<td>10</td>
<td>179 24'</td>
</tr>
<tr>
<td>Clipperton’s rock, low island.</td>
<td>10 28</td>
<td>109 19</td>
</tr>
<tr>
<td>Island, - - -</td>
<td>11 33</td>
<td>164</td>
</tr>
<tr>
<td>Do, probably the same.</td>
<td>13 06</td>
<td>168 24</td>
</tr>
<tr>
<td>Do, same.</td>
<td>13 19</td>
<td>168 55</td>
</tr>
<tr>
<td>Shoal, - - -</td>
<td>14 44</td>
<td>170 30</td>
</tr>
<tr>
<td>Do, 13° 32', the same long.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gaspar’s island, - -</td>
<td>15</td>
<td>176 18</td>
</tr>
<tr>
<td>By some in east long.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Island, - - -</td>
<td>16</td>
<td>133</td>
</tr>
<tr>
<td>A cluster, from - - -</td>
<td>16 to 17</td>
<td>133 to 136°</td>
</tr>
<tr>
<td>Roca coral, - - -</td>
<td>16 12</td>
<td>136 12</td>
</tr>
<tr>
<td>Island, - - -</td>
<td>16 15</td>
<td>133 30</td>
</tr>
<tr>
<td>Do, - - -</td>
<td>16 30</td>
<td>163 54</td>
</tr>
<tr>
<td>Do. - - -</td>
<td>17</td>
<td>136</td>
</tr>
<tr>
<td>New Blada, - - -</td>
<td>18 12</td>
<td>114 03</td>
</tr>
<tr>
<td>Island, - - -</td>
<td>18 22</td>
<td>155 15</td>
</tr>
<tr>
<td>Shoal, - - -</td>
<td>18 22</td>
<td>170 30</td>
</tr>
<tr>
<td>Clarion’s island, plenty of wood.</td>
<td>18 23</td>
<td>114 45</td>
</tr>
<tr>
<td>Island, - - -</td>
<td>19 15</td>
<td>166 52</td>
</tr>
<tr>
<td>Do, fresh water.</td>
<td>19 22</td>
<td>115 15</td>
</tr>
<tr>
<td>Mallon’s island, - -</td>
<td>19 23</td>
<td>165 23</td>
</tr>
<tr>
<td>Cloud’s do. - - -</td>
<td>19 46</td>
<td>115</td>
</tr>
</tbody>
</table>

Not on the charts.

On the charts, in 176° 18' E

Probably Cloud’s island.

The situation given this island is only about 40 miles southeasterly from the most southern point of Owyhee. Doubtful

Not on the charts.

Another situation for Cloud’s island.

Perhaps another situation for Mallon’s island, which is found on the charts.

See Cloud’s island, 2 lines below.

See above. So many different situations are as-
<table>
<thead>
<tr>
<th>Islands and Reefs</th>
<th>North latitude</th>
<th>West longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>Copper do.</td>
<td>20° 6'</td>
<td>131° 54'</td>
</tr>
<tr>
<td>Island,</td>
<td>21</td>
<td>176 30</td>
</tr>
<tr>
<td>Shaler’s island</td>
<td>22 06</td>
<td>112 14</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>22 28</td>
<td>177 05</td>
</tr>
<tr>
<td>Henderson’s islan</td>
<td>24 06</td>
<td>128 30</td>
</tr>
<tr>
<td>island, fresh wat’r</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reef, shoal</td>
<td>24 14</td>
<td>168 35</td>
</tr>
<tr>
<td>Pollard’s island</td>
<td>24 48</td>
<td>168</td>
</tr>
<tr>
<td>Gardner’s do.</td>
<td>25 03</td>
<td>167 40</td>
</tr>
<tr>
<td>Cooper’s do.</td>
<td>25 04</td>
<td>131 26</td>
</tr>
<tr>
<td>Maro’s reef</td>
<td>25 24</td>
<td>170 12</td>
</tr>
<tr>
<td>By others 25° 48'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>and 170° 52'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>also, 25° 28'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>and 170° 20'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Island</td>
<td>25 22</td>
<td>131 26</td>
</tr>
<tr>
<td>Laysan’s island</td>
<td>25 50</td>
<td>171 51</td>
</tr>
<tr>
<td>Also 26° 2' and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>173° 40'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group, Pearl, and</td>
<td>27 46</td>
<td>176 or 176° 30'</td>
</tr>
<tr>
<td>Hermes, British</td>
<td></td>
<td></td>
</tr>
<tr>
<td>whalers, lost in 1822.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bunker’s island</td>
<td>28</td>
<td>173 30</td>
</tr>
<tr>
<td>Island</td>
<td>28</td>
<td>176 50</td>
</tr>
<tr>
<td>Cure’s island, low and dangerous.</td>
<td>28 25</td>
<td>178 42</td>
</tr>
</tbody>
</table>

Placed on the charts in east longitude.

Near Krusenstern’s rock, which is placed on the charts in lat. 22° 05’ N., 175° 40’ W.

Not on charts. Two Brothers lost on it.

A repetition of Cooper’s island.
<table>
<thead>
<tr>
<th>Island</th>
<th>North latitude</th>
<th>West longitude</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swift's island</td>
<td>33°</td>
<td>119°06</td>
<td>Not on charts</td>
</tr>
<tr>
<td>(Otter island.)</td>
<td>11</td>
<td>176°20</td>
<td>Same as third above.</td>
</tr>
<tr>
<td>New Nantucket</td>
<td>18</td>
<td>110</td>
<td>Not on charts</td>
</tr>
<tr>
<td>St. Berto island</td>
<td>13 06</td>
<td>168°24</td>
<td>Here wrong placed.</td>
</tr>
<tr>
<td>wood &amp; water</td>
<td>3 28</td>
<td>157°59</td>
<td>See third line above.</td>
</tr>
<tr>
<td>Island</td>
<td>13 05</td>
<td>168°21</td>
<td></td>
</tr>
<tr>
<td>Shoal</td>
<td>13 38</td>
<td>170°30</td>
<td></td>
</tr>
<tr>
<td>Island</td>
<td>13 05</td>
<td>168°21</td>
<td></td>
</tr>
<tr>
<td>Shoal</td>
<td>13 36</td>
<td>170°30</td>
<td></td>
</tr>
<tr>
<td>Ann's island</td>
<td>13 05</td>
<td>168°21</td>
<td></td>
</tr>
<tr>
<td>Week's reef</td>
<td>16 49</td>
<td>169°40</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Island</th>
<th>North latitude</th>
<th>East longitude</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reef</td>
<td>1°</td>
<td>179°34°</td>
<td>An island, called Teyoa, is placed on the charts in latitude 6° N. 162°35'E.</td>
</tr>
<tr>
<td>Strong's island</td>
<td>5 23</td>
<td>163°10</td>
<td>A group of islands is found on the charts, in the same latitude 166°E.</td>
</tr>
<tr>
<td>Group</td>
<td>9 05</td>
<td>164°37</td>
<td>Island de Arressites is found on the charts in lat. 10°N., long. 160°30'E, and the island Casbobas 9°40' and 161°50'E.</td>
</tr>
<tr>
<td>Catharine island</td>
<td>9 08</td>
<td>166°10</td>
<td>This reef is placed, in a preceding part of the list, in 179°24°W.</td>
</tr>
<tr>
<td>Aricief's island</td>
<td>9 18</td>
<td>161°18</td>
<td>Not on charts</td>
</tr>
<tr>
<td>Reef</td>
<td>10</td>
<td>179°24</td>
<td></td>
</tr>
<tr>
<td>Island</td>
<td>16</td>
<td>171°42</td>
<td></td>
</tr>
<tr>
<td>Cornwallis's island</td>
<td>16 48</td>
<td>169°22</td>
<td></td>
</tr>
<tr>
<td>Tarquin island</td>
<td>17</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td>Folger's do.</td>
<td>18 22</td>
<td>155°15</td>
<td></td>
</tr>
<tr>
<td>Granger's do.</td>
<td>18 58</td>
<td>146°14</td>
<td></td>
</tr>
<tr>
<td>Reef</td>
<td>17 06</td>
<td>156°14</td>
<td></td>
</tr>
<tr>
<td>Islands and Reefs</td>
<td>North latitude.</td>
<td>East longitude.</td>
<td>Notes</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------</td>
<td>----------------</td>
<td>-------</td>
</tr>
<tr>
<td>Halcyon island, wood.</td>
<td>19° 06'</td>
<td>163° 33'</td>
<td>Wake's island.</td>
</tr>
<tr>
<td>Week's or Wilson's island.</td>
<td>19 21</td>
<td>166 55</td>
<td>Reef on chart.</td>
</tr>
<tr>
<td>Island</td>
<td>20 30</td>
<td>152 50</td>
<td>Placed on chart in 164° 15'.</td>
</tr>
<tr>
<td>Lamira</td>
<td>20 30</td>
<td>166 42</td>
<td></td>
</tr>
<tr>
<td>Reef</td>
<td>21 05</td>
<td>136 48</td>
<td>Probably Island de Sebastian Lobos, placed on chart about 55 miles to the north, same longitude.</td>
</tr>
<tr>
<td>Peru island</td>
<td>21 12</td>
<td>141 42</td>
<td>Probably same as preceding.</td>
</tr>
<tr>
<td>Reef</td>
<td>22 07</td>
<td>142 24</td>
<td></td>
</tr>
<tr>
<td>Dexter's island</td>
<td>23 24</td>
<td>163 05</td>
<td>A rock &quot;seen by Captain Bishop, in 1796,&quot; is placed on the charts in lat. 25° 20' N., long. 131° 55' E.</td>
</tr>
<tr>
<td>Marcus island</td>
<td>24 18</td>
<td>153 42</td>
<td>Not on the charts.</td>
</tr>
<tr>
<td>Island discovered by R. Weeks.</td>
<td></td>
<td></td>
<td>Reef on chart.</td>
</tr>
<tr>
<td>Island</td>
<td>25 12</td>
<td>131 36</td>
<td>Not on chart.</td>
</tr>
<tr>
<td>Reef</td>
<td>25 30</td>
<td>152 50</td>
<td>Placed on the charts, lat. 27° to 27° 30' N., same longitude.</td>
</tr>
<tr>
<td>Forbes's island</td>
<td>25 42</td>
<td>131 13</td>
<td>Perhaps Massachusetts, here wrongly placed in east, instead of west longitude.</td>
</tr>
<tr>
<td>Island</td>
<td>25 53</td>
<td>131 17</td>
<td></td>
</tr>
<tr>
<td>do.</td>
<td>26 05</td>
<td>131 52</td>
<td></td>
</tr>
<tr>
<td>Lasker's island</td>
<td>26</td>
<td>173 24</td>
<td></td>
</tr>
<tr>
<td>Reef</td>
<td>26 06</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td>Tree island</td>
<td>26</td>
<td>145 44</td>
<td></td>
</tr>
<tr>
<td>Island</td>
<td>28 30</td>
<td>176 50</td>
<td></td>
</tr>
<tr>
<td>Calanus island</td>
<td>28 53</td>
<td>162</td>
<td>Three of these islands are on the charts, and another, (St. Thomas,) in lat. 30° 20', long. 142° 20'.</td>
</tr>
<tr>
<td>Island</td>
<td>29 26</td>
<td>143</td>
<td>An island is on the charts, in lat. 31°, long. 155°; no doubt intended for same.</td>
</tr>
<tr>
<td>Do.</td>
<td>29 40</td>
<td>143 06</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>30</td>
<td>143</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>30</td>
<td>144 24</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>30</td>
<td>141 30</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>North latitude</td>
<td>East longitude</td>
<td>Notes</td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------------</td>
<td>----------------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Ganges island, Reef</td>
<td>31°</td>
<td>147°10'</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Reef, discovered by R. Weeks.</td>
<td>31 15'</td>
<td>153</td>
<td>This reef is placed on charts in lat. 33°, same long.</td>
</tr>
<tr>
<td>Island</td>
<td>31 30</td>
<td>140</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Reef, near</td>
<td>32</td>
<td>147</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Roca di Plata,</td>
<td>33 48</td>
<td>160 48</td>
<td>Roca di Plata is found on the charts in lat. 32° 30' N., long. 170° E.</td>
</tr>
<tr>
<td>Bank, 64 fathoms,</td>
<td>34 25</td>
<td>178 30</td>
<td>Melliish's bank.</td>
</tr>
<tr>
<td>Starbucks's group,</td>
<td></td>
<td>173 30</td>
<td>No latitude given.</td>
</tr>
<tr>
<td>Reef</td>
<td>22 22</td>
<td>130 11</td>
<td>N. E. from Robert's island, (one of the Marquesas,) distant 21 miles; 6 miles long, from N. E. to S. W.</td>
</tr>
<tr>
<td>Magus shoal,</td>
<td>1</td>
<td>178 24</td>
<td>On charts, but placed in 179° 24'. See also forward, 13th item, where the same longitude is given.</td>
</tr>
<tr>
<td>Reef</td>
<td>20 30</td>
<td>152 50</td>
<td>Not on chart.</td>
</tr>
<tr>
<td>Island</td>
<td>17</td>
<td>176 50</td>
<td>Not on chart.</td>
</tr>
<tr>
<td>Talsam's island</td>
<td>9 30</td>
<td>166 45</td>
<td>Not on chart.</td>
</tr>
<tr>
<td>Reef</td>
<td>2 30</td>
<td>158 60</td>
<td>Not on chart.</td>
</tr>
<tr>
<td>Island</td>
<td>21 15</td>
<td>145 48</td>
<td>Not on chart.</td>
</tr>
<tr>
<td>Rock</td>
<td>31 09</td>
<td>138 29</td>
<td>Not on chart. Doubtful. — See 10th item forward.</td>
</tr>
<tr>
<td>Island</td>
<td>30 33</td>
<td>139 36</td>
<td>Very near the situation of Todos los Santos on charts.</td>
</tr>
<tr>
<td>Abyos island,</td>
<td>23 22</td>
<td>130 11</td>
<td>The same latitude and longitude as given (in the 9th item preceding) to Magus shoal. Abajo island or shoal is found on charts in lat. 20°20', long. 130°10'.</td>
</tr>
<tr>
<td>Reef, seen by Captain Trask.</td>
<td>2 40</td>
<td>178 50</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Reef</td>
<td>2 30</td>
<td>153 50</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Island</td>
<td>21 15</td>
<td>145 48</td>
<td>Same island given in the 6th article preceding.</td>
</tr>
</tbody>
</table>
## Islands and Reefs

<table>
<thead>
<tr>
<th></th>
<th>North latitude</th>
<th>East longitude</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three islands</td>
<td>26°06'</td>
<td>145°44'</td>
<td>See Tree island, preceding.</td>
</tr>
<tr>
<td>Rock</td>
<td>31 42</td>
<td>141 10</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Do</td>
<td>31 09</td>
<td>139 29</td>
<td>Not on charts. See 9th item preceding. Todos los Santos is placed on the chts. in lat. 30°45', long. 139°22'.</td>
</tr>
<tr>
<td>Spartan island</td>
<td>1 10</td>
<td>159 30</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Moore’s island</td>
<td>30S</td>
<td>166 35</td>
<td>High land, well inhabited. 30 miles from Pelmire’s isl’d; very bad one. Longitude taken in a strong current.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>South latitude</th>
<th>West longitude</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bunker’s shoal</td>
<td>17°</td>
<td>160°40'</td>
<td>An isl’d, called Jarvis’ island, and a shoal or reef seen by Captain E. Clark, are placed very near this situation on the charts.</td>
</tr>
<tr>
<td>Island -</td>
<td>26</td>
<td>159 50</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Do</td>
<td>1°05</td>
<td>138 54</td>
<td>Birney’s island, in lat. 3°20', long. 171°30' W.; and Sidney’s island, in lat. 4° 25', long. 171°20' W., discovered by Capt. Emmert, will be found on the charts.</td>
</tr>
<tr>
<td>Brock’s island</td>
<td>1 13</td>
<td>159 30</td>
<td>Maldone’s island, of Lord Byron, placed on the charts 155° W.</td>
</tr>
<tr>
<td>Clark’s island</td>
<td>3</td>
<td>151 30</td>
<td>Not on the charts.</td>
</tr>
<tr>
<td>Island</td>
<td>3 14</td>
<td>170 50</td>
<td>An island is on the charts, in 6° 36', long. 166°.</td>
</tr>
<tr>
<td>Do</td>
<td>3 33</td>
<td>173 40</td>
<td>An island is on the charts, in 6° 36', long. 166°.</td>
</tr>
<tr>
<td>Do</td>
<td>3 35</td>
<td>170 40</td>
<td>An island is on the charts, in 6° 36', long. 166°.</td>
</tr>
<tr>
<td>Sidney’s island</td>
<td>4 30</td>
<td>171 20</td>
<td>Reirson’s island and Humphrey’s island, discovered</td>
</tr>
<tr>
<td>Island</td>
<td>3 57</td>
<td>154 20</td>
<td></td>
</tr>
<tr>
<td>Reef</td>
<td>5 30</td>
<td>175</td>
<td></td>
</tr>
<tr>
<td>Starbuck’s island</td>
<td>5 40</td>
<td>155 53</td>
<td></td>
</tr>
<tr>
<td>Loper’s island</td>
<td>6 07</td>
<td>177 40</td>
<td></td>
</tr>
<tr>
<td>Island probably</td>
<td>6 32</td>
<td>167</td>
<td></td>
</tr>
<tr>
<td>Do</td>
<td>6 36</td>
<td>166</td>
<td></td>
</tr>
<tr>
<td>Do same.</td>
<td>6 45</td>
<td>160 48</td>
<td></td>
</tr>
<tr>
<td>Island</td>
<td>10 05</td>
<td>162 20</td>
<td></td>
</tr>
<tr>
<td>Do</td>
<td>10 30</td>
<td>161 28</td>
<td></td>
</tr>
<tr>
<td>Reef, Island,</td>
<td>South latitude</td>
<td>West longitude</td>
<td>Remarks</td>
</tr>
<tr>
<td>-----------------------</td>
<td>----------------</td>
<td>----------------</td>
<td>----------------------------------------------</td>
</tr>
<tr>
<td>Winslow island,</td>
<td>14 10</td>
<td>177 10'</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Island,</td>
<td>15 38</td>
<td>161 18</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Do. Simms,</td>
<td>15 47</td>
<td>161 14</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Do. -</td>
<td>16</td>
<td>139</td>
<td></td>
</tr>
<tr>
<td>Do. Lowsons,</td>
<td>16 28</td>
<td>143 30</td>
<td></td>
</tr>
<tr>
<td>Do. -</td>
<td>17</td>
<td>138</td>
<td></td>
</tr>
<tr>
<td>Do. Rees,</td>
<td>20</td>
<td>167 30</td>
<td></td>
</tr>
<tr>
<td>Macy's island,</td>
<td>20 52</td>
<td>178 47</td>
<td>On chart with other names.</td>
</tr>
<tr>
<td>Elizabeth island,</td>
<td>21 06</td>
<td>178 36</td>
<td>Orurute island (inhabited) is placed on the charts in lat. 21° 20' S., long. 160° W. No doubt the same.</td>
</tr>
<tr>
<td>Eunice's island,</td>
<td>21 08</td>
<td>178 47</td>
<td></td>
</tr>
<tr>
<td>Raratongo, inhabited,</td>
<td>21 17</td>
<td>159 40</td>
<td>Laid down on the charts as discovered by Capt. Bond, in long. 131° 35' W.— Capt. G. B. Worth found it in 23° 57' S., 131° 05' W., about 80 miles N.W. by N. of Pitcairn's island, with a dangerous reef extending from the S. point.</td>
</tr>
<tr>
<td>Armstrong's isld.,</td>
<td>21 21</td>
<td>161 04</td>
<td></td>
</tr>
<tr>
<td>inhabited.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maria's island,</td>
<td>21 45</td>
<td>155 10</td>
<td>Laid down on the charts as discovered by Capt. Bond, in long. 131° 35' W.— Capt. G. B. Worth found it in 23° 57' S., 131° 05' W., about 80 miles N.W. by N. of Pitcairn's island, with a dangerous reef extending from the S. point.</td>
</tr>
<tr>
<td>Oeno island,</td>
<td>23 57</td>
<td>131 05</td>
<td></td>
</tr>
<tr>
<td>Group</td>
<td>25 12</td>
<td>130 30</td>
<td>Probably the same as Elizabeth island, placed on chart in 24° 30', long. 128°.</td>
</tr>
<tr>
<td>Elizabeth island,</td>
<td>24 06</td>
<td>127 50</td>
<td>If this group exists, it must</td>
</tr>
</tbody>
</table>
### Islands and Reefs

<table>
<thead>
<tr>
<th></th>
<th>South latitude.</th>
<th>West longitude.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gwinn's island</td>
<td>26° 25'</td>
<td>105° 30'</td>
</tr>
<tr>
<td>Island</td>
<td>28 06</td>
<td>95 12</td>
</tr>
<tr>
<td>Group</td>
<td>31 06</td>
<td>129 30</td>
</tr>
<tr>
<td>Rock</td>
<td>51 51</td>
<td>64 42</td>
</tr>
<tr>
<td>Sidney's island</td>
<td>4 29</td>
<td>172 17</td>
</tr>
<tr>
<td>Cocoa-nut island and reef</td>
<td>18 12</td>
<td>174 15</td>
</tr>
<tr>
<td>Mary Balcout's islands</td>
<td>2 47</td>
<td>171 58</td>
</tr>
<tr>
<td>Bryon's island</td>
<td>1 10</td>
<td>175 40</td>
</tr>
<tr>
<td>Island</td>
<td>20</td>
<td>167 30</td>
</tr>
<tr>
<td>Clark's reef</td>
<td>1 13</td>
<td>159 45</td>
</tr>
<tr>
<td>Island</td>
<td>21 29</td>
<td>131 28</td>
</tr>
<tr>
<td>Shoal</td>
<td>1 15</td>
<td>159</td>
</tr>
<tr>
<td>Reef</td>
<td>1 32</td>
<td>160</td>
</tr>
<tr>
<td>Island</td>
<td>11</td>
<td>162</td>
</tr>
<tr>
<td>French island</td>
<td>10 30</td>
<td>162 15</td>
</tr>
<tr>
<td>Francis' island</td>
<td>10</td>
<td>161 45</td>
</tr>
<tr>
<td>Reef</td>
<td>1 15</td>
<td>159 42</td>
</tr>
<tr>
<td>Island</td>
<td>20</td>
<td>157 30</td>
</tr>
<tr>
<td>Island</td>
<td>20</td>
<td>161 30</td>
</tr>
<tr>
<td>Falcon's island</td>
<td>21 17</td>
<td>159 40</td>
</tr>
<tr>
<td>A large island</td>
<td>19 56</td>
<td>140 16</td>
</tr>
<tr>
<td>Do. round</td>
<td>18 36</td>
<td>141 30</td>
</tr>
</tbody>
</table>

be a few miles only south of Pitcairn's island. Very doubtful.

Another situation for Pilgrim's isl'd.—Ya de Salas y de Gomes, of the charts. Not on charts. Doubtful

Not on charts.

Not in the Pacific.

See p. 47, where it is placed in 4° 30', and 171° 20'. Not on chart. If correctly placed, must be between Amagura and the Mayoruga islands. See chart.

Surrounded by a reef twenty leagues in circumference, with only four openings where boats can enter. Placed on the charts in 1° 10' S., and 177° 12' E.

A reef on the north end, two miles distant.

Not on chart. Very near Clark's reef: probably the same.

Very near the situation of Reirsons's & Humphrey's isl'ds. See p. 47, and also account given by Captain Coffin, of ship Ganges.

Clark's reef. See above.

Thirty miles north and south. An island, called Sostanges, about 36 miles southwesterly of this, is placed on
<table>
<thead>
<tr>
<th>Island</th>
<th>South Latitude</th>
<th>West Longitude</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Starbuck’s island</td>
<td>6°54′</td>
<td>155°47′</td>
<td>the charts, as discovered in 1823.</td>
</tr>
<tr>
<td>Phenix island</td>
<td>2°35′</td>
<td>171°39′</td>
<td>These two islands, with Mary Balcoute’s island, given before, in nearly</td>
</tr>
<tr>
<td>small and sandy,</td>
<td></td>
<td></td>
<td>the same latitude and longitude, are probably the same as Birney’s</td>
</tr>
<tr>
<td>three miles in</td>
<td></td>
<td></td>
<td>island.</td>
</tr>
<tr>
<td>circumferene.</td>
<td></td>
<td></td>
<td>Bearing N. N. E. from Keppel’s isld, 28 miles, about a cable’s length</td>
</tr>
<tr>
<td>Barney’s island, a</td>
<td>3°09′</td>
<td>171°41′</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>lagoon, 20 miles in</td>
<td></td>
<td></td>
<td>Probably the same as Maldivé’s island, placed on charts in 155°.</td>
</tr>
<tr>
<td>circumferene.</td>
<td></td>
<td></td>
<td>Mopelia, about 60 miles.</td>
</tr>
<tr>
<td>Two reefs, -</td>
<td></td>
<td></td>
<td>Not on charts. Discov’d by Capt. Coffin, ship Ganges.</td>
</tr>
<tr>
<td>Independence isl.</td>
<td>3°36′</td>
<td>144°35′</td>
<td>Not on charts. Discov’d by Capt. Coffin, as above.</td>
</tr>
<tr>
<td>Sarah Ann, -</td>
<td>4°</td>
<td>154°18′</td>
<td>Onch’ts. Seen by Capt. C.</td>
</tr>
<tr>
<td>FenuaLaosaOroa W. N. W.</td>
<td></td>
<td></td>
<td>Do. See Capt. Coffin’s printed account.</td>
</tr>
<tr>
<td>Gardner’s island</td>
<td>4°30′</td>
<td>174°22′</td>
<td></td>
</tr>
<tr>
<td>Coffin’s island</td>
<td>31°13′</td>
<td>178°54′</td>
<td></td>
</tr>
<tr>
<td>Ganges island, Do.</td>
<td>10°25′</td>
<td>160°45′</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10°</td>
<td>161°</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Island</th>
<th>South Latitude</th>
<th>East Longitude</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nederlandich isl.</td>
<td>7°10′</td>
<td>177°33′</td>
<td>Not on charts. See printed</td>
</tr>
<tr>
<td>Tracy’s island</td>
<td>7°30′</td>
<td>178°45′</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Mitchell’s group</td>
<td>9°06′</td>
<td>179°48′</td>
<td></td>
</tr>
<tr>
<td>Plaskett’s island</td>
<td>9°18′</td>
<td>179°50′</td>
<td>Probably one of Mitchell’s</td>
</tr>
<tr>
<td>Independence isl.</td>
<td>10°25′</td>
<td>179°50′</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Island, -</td>
<td>10°45′</td>
<td>179°35′</td>
<td>Not on charts.</td>
</tr>
<tr>
<td>Hunter’s islands</td>
<td>15°31′</td>
<td>176°11′</td>
<td></td>
</tr>
<tr>
<td>Reef, &amp; 160°14′, Do.</td>
<td>23°48′</td>
<td>164°14′</td>
<td>Repetition of reef giv. above.</td>
</tr>
<tr>
<td>Island, -</td>
<td>31°19′</td>
<td>160°42′</td>
<td></td>
</tr>
<tr>
<td>Reef, -</td>
<td>26°06′</td>
<td>160°</td>
<td></td>
</tr>
<tr>
<td>Do. -</td>
<td>21°15′</td>
<td>160°</td>
<td></td>
</tr>
<tr>
<td>Island,</td>
<td>South latitude.</td>
<td>East longitude.</td>
<td>Inland, on New Holland.</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Moore's island,</td>
<td>30°33'</td>
<td>139°36'</td>
<td>See page 47, with Spartan island and reef.</td>
</tr>
<tr>
<td>An island, with plenty of wood and water.</td>
<td>30°06'</td>
<td>125°06</td>
<td></td>
</tr>
<tr>
<td>Island,</td>
<td>29°31'</td>
<td>144°24</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>31</td>
<td>143</td>
<td></td>
</tr>
<tr>
<td>Lydne's shoal,</td>
<td>3°20'</td>
<td>146°50</td>
<td></td>
</tr>
<tr>
<td>Ocean island,</td>
<td>41</td>
<td>170°48</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>2°30'</td>
<td>152°40</td>
<td></td>
</tr>
<tr>
<td>Reef,</td>
<td>1°40'</td>
<td>159°30</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>8°30'</td>
<td>144°45</td>
<td></td>
</tr>
<tr>
<td>Island,</td>
<td>21°59'</td>
<td>131°38'</td>
<td>Bearing from the Diego Ramirez, N. 73° E. 30 miles.</td>
</tr>
<tr>
<td>Do.</td>
<td>5°01</td>
<td></td>
<td>Well inhabited.</td>
</tr>
<tr>
<td>Sherdoff's island,</td>
<td>14°41</td>
<td>144°59</td>
<td></td>
</tr>
<tr>
<td>Reef, very low,</td>
<td>5°38</td>
<td>170°50</td>
<td></td>
</tr>
<tr>
<td>Island,</td>
<td>4°45</td>
<td>174°40</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>14°15</td>
<td>138°47</td>
<td></td>
</tr>
<tr>
<td>Reef and island,</td>
<td>14°57</td>
<td>144°26</td>
<td></td>
</tr>
<tr>
<td>Island,</td>
<td>14°41</td>
<td>144°59</td>
<td></td>
</tr>
<tr>
<td>Jarvis's island,</td>
<td>23</td>
<td>160°15</td>
<td></td>
</tr>
<tr>
<td>Malden island,</td>
<td>3°59</td>
<td>155</td>
<td></td>
</tr>
<tr>
<td>Mante island,</td>
<td>20°08</td>
<td>157°18</td>
<td></td>
</tr>
<tr>
<td>Starbuck's island,</td>
<td>5°58</td>
<td>155°58</td>
<td></td>
</tr>
<tr>
<td>Island,</td>
<td>28°06</td>
<td>94°12</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>9°57</td>
<td>149°30</td>
<td></td>
</tr>
<tr>
<td>A rock,</td>
<td>31°24</td>
<td>177°55</td>
<td></td>
</tr>
<tr>
<td>A rock,</td>
<td>20°14</td>
<td>159°45</td>
<td></td>
</tr>
<tr>
<td>Island of Oratoa,</td>
<td>19°56</td>
<td>158°12</td>
<td></td>
</tr>
<tr>
<td>Island,</td>
<td>20</td>
<td>157°15</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>23°06</td>
<td>157°55</td>
<td></td>
</tr>
<tr>
<td>Rorotong island,</td>
<td>22°30</td>
<td>152°08</td>
<td></td>
</tr>
<tr>
<td>Remitara island,</td>
<td></td>
<td></td>
<td>Inhabited.</td>
</tr>
<tr>
<td>Island</td>
<td>South latitude</td>
<td>West longitude</td>
<td>East longitude</td>
</tr>
<tr>
<td>-----------------</td>
<td>----------------</td>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td></td>
<td>15°50'</td>
<td>155°05'</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>8 35</td>
<td>159 40</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>20</td>
<td>156</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>20</td>
<td>156 40</td>
<td>159°04'</td>
</tr>
<tr>
<td>Do.</td>
<td>22 32</td>
<td>152 09</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>21 18</td>
<td>159 36</td>
<td></td>
</tr>
<tr>
<td>Do.</td>
<td>21 28</td>
<td>161</td>
<td></td>
</tr>
</tbody>
</table>

Probably Falcon's, 21° 17',

<table>
<thead>
<tr>
<th>North latitude</th>
<th>East longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>Helicon's island,</td>
<td>22°28'</td>
</tr>
<tr>
<td>Gasper island,</td>
<td>15</td>
</tr>
<tr>
<td>Reef,</td>
<td>2 30</td>
</tr>
<tr>
<td>Island</td>
<td>21 15</td>
</tr>
<tr>
<td>Cooper's island,</td>
<td>21 48</td>
</tr>
<tr>
<td>Island,</td>
<td>3</td>
</tr>
<tr>
<td>Rock,</td>
<td>31 42</td>
</tr>
<tr>
<td>Island,</td>
<td>30 33</td>
</tr>
<tr>
<td>Allegos island,</td>
<td>23 22</td>
</tr>
<tr>
<td>Island,</td>
<td>1 07</td>
</tr>
<tr>
<td>Do.</td>
<td>2 46</td>
</tr>
<tr>
<td>Do.</td>
<td>5 18</td>
</tr>
<tr>
<td>Do.</td>
<td>8 54</td>
</tr>
<tr>
<td>Do.</td>
<td>17</td>
</tr>
<tr>
<td>Three rocks,</td>
<td>31 15</td>
</tr>
</tbody>
</table>

Buckle's island, | 28°          |
| Island, | 21           |
| Golconda's isl'd, | 54'          |
| Island, | 1 06         |
| Burick's, | 15 15        |
| Islands, | 11 11        |
| Ocean island, | 28 25        |
| Allen's breakers, | 25 30        |
| Island, | 28 05        |
| Mellish's bank, | 34 25        |
| Cloud's island, | 19 46        |
| Lassion's island, | 26 02        |

Buckle's island, 178
Island, 176
Golconda's isl'd, 132
Island, 139 05'
Burick's, 146 46
Islands, 190 09
Ocean island, 177 42
Allen's breakers, 170 30
Island, 95 12
Mellish's bank, 181 31
Cloud's island, 115
Lassion's island, 173 35

[wooded.
A chain of islands so called; A chain, 25 miles fm N. to S.

64 fathoms.
## Islands and Reefs

<table>
<thead>
<tr>
<th>Island, low, -</th>
<th>10°08'</th>
<th>189°04'</th>
<th>3 miles in length.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group, largest</td>
<td>9 28</td>
<td>189 44</td>
<td></td>
</tr>
<tr>
<td>Oteda.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Island, - -</td>
<td>4 44</td>
<td>163 39</td>
<td></td>
</tr>
<tr>
<td>New island, -</td>
<td>19</td>
<td>133</td>
<td></td>
</tr>
<tr>
<td>Wreck reef, -</td>
<td>16 49</td>
<td>169 40</td>
<td></td>
</tr>
<tr>
<td>Island, - -</td>
<td>30</td>
<td>178 30</td>
<td></td>
</tr>
<tr>
<td>Do. - -</td>
<td>16 30</td>
<td>169 45</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Massachusetts island.</th>
<th>30°</th>
<th>178°30'</th>
<th>Mentioned in three or four other places, differently situated.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Island, - -</td>
<td>20 20'</td>
<td>155 24</td>
<td></td>
</tr>
<tr>
<td>Reef, - -</td>
<td>31 42</td>
<td>141</td>
<td></td>
</tr>
<tr>
<td>Three islands, -</td>
<td>25 58</td>
<td>145 28</td>
<td>350 miles N. E. of Ono. N. N. W. from Pitcairn's island, distant 90 miles.</td>
</tr>
<tr>
<td>Guardian isl'ds, 3,</td>
<td>36 30</td>
<td>158</td>
<td>110 miles E. of Pitcairn's island, and 7 miles S.</td>
</tr>
<tr>
<td>Incarnation of Quiros.</td>
<td>22 30</td>
<td></td>
<td>Dangerous.</td>
</tr>
<tr>
<td>Henderson's isl'd,</td>
<td></td>
<td></td>
<td>In form of a horse-shoe, open at the N. N. E. side, with a harbour, 8 or 10 miles over in the middle of the chain.</td>
</tr>
</tbody>
</table>

| Bowen's islands, | 26 44 | 143 20 | Covered with wood, and surrounded with rocks and reefs; inhabited. |
| Group of small low islands. | 4 43 | 169 | |

| Group of low islands. | 8 03 | 166 15 | |

<table>
<thead>
<tr>
<th>Ellis' group of isl.</th>
<th>8°27'</th>
<th>118°04'</th>
<th>Low, rocky, barren; two and a half miles long by two in width, with a deep bay.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depeyster's isl'd,</td>
<td>8 05</td>
<td>181 45</td>
<td></td>
</tr>
<tr>
<td>Island, - -</td>
<td>14 15</td>
<td>138 47</td>
<td></td>
</tr>
<tr>
<td>Romanzoff's isl'd,</td>
<td>14 57</td>
<td>144 28</td>
<td></td>
</tr>
<tr>
<td>Island, small, -</td>
<td>26 40</td>
<td>104</td>
<td></td>
</tr>
<tr>
<td>Island, - -</td>
<td>26 32</td>
<td>103 59</td>
<td></td>
</tr>
</tbody>
</table>
Captain Edmund Gardner, of New Bedford, having visited the Pacific ocean (both North and South) several times, gave his opinion as to the coasts and islands which it would seem more immediately necessary to explore and survey, viz.:

CALIFORNIA.

This coast has been very imperfectly surveyed, particularly from Ceros island, south, to the end of the peninsula. From Ceros island, north, was partially surveyed by Vancouver. There are, however, many bays, harbours, islands, and reefs, that were not laid down by him. There has lately been a reef discovered by Captain Pease, of the ship Hesper, of this port, in lat. 32° 34' N., long. 119° 34' W., which was not seen till the ship was passing over one end of it. It was seen from the mast-head, nearly under the ship. They sounded on it, and found from two and a half to sixteen fathoms.

Northwest to westnorthwest from the Sandwich islands, (a track much frequented by our whaling-ships,) there are a number of islands and reefs but imperfectly known. In this direction three ships have been lost, viz.: Two Brothers, of Nantucket, and Hermes and Pearl of London. He should consider this track one of the first that should be explored.

The next that would call the attention of the expedition would, in his opinion, be a track, north and west—perhaps more north than west—from the Ladrone islands to the islands of Japan, a chain of islands extending nearly across in this direction, and the true situation of which is very little known.

Southsouthwest from South island, near the coast of Japan, Captain Clark, of the bark Elizabeth, of New Bedford, discovered a reef, lat. 31° 45' N., long. 137° 50' E., The Sisters, of London, in company at the time.

A rock, called the Haystack, said to lie in lat. 29° 58' N., long. 137° 50' E., has also been recently discovered. The lati-
tude is possibly correct; the longitude is given differently by different navigators.

Extracts from the Log-book of Captain George Rule, of Nantucket.

—— Made an island he discovered in 1823, and named it Hydra island, lat. $11^\circ 48' S$, long. $164^\circ 47' W$. No inhabitants; plenty of wood and fish, but no water that he could find; not laid down in any chart they had; one and a half miles southsoutheast to northnorthwest in extent; a reef around it one hundred rods from shore; no bottom one hundred yards from the reef.

——, 1824. Made Friends' rock, bearing half compass west half south, distance four leagues from above, at one A. M. At noon it bore south, distant twelve miles, lat. $31^\circ 23' S$. Next day, discovered a reef, upon which the sea breaks high, at first thought to be whales breathing. It bears from the Friends' rock northwest, distance about four leagues. Latitude of reef, $31^\circ 15\frac{1}{2}'$; the day previous, the longitude, by chronometer, $177^\circ 50' W$.

Bonin islands have had a place on the charts for some time; but little—indeed, nothing—was known of them, except that land had been reported in that neighbourhood, and some mapmaker put it down on his charts. They are regarded as new discoveries in Nantucket, made by Captain Coffin, 12th September, 1824, while he commanded the ship Transit, from Bristol. There is a freshness in the account he gives of them that is really interesting; and he may, with some justice, claim the honour of the discovery, as they were not laid down on his charts. He found the group to consist of six islands, besides a number of large rocks and reefs. Captain Coffin sailed in the employ of Fisher, Kidd, and Fisher; and, in honour of his employers, called two of the islands by their names, the largest of which is four leagues in length. The one most southern of the group he called South island; and the fourth, from the great number of pigeons he found on it, he named Pigeon
island. About four miles eastnortheast of South island, lie two
round high islands, to which he gave no names. Fisher's island
lies from southsoutheast to northnorthwest, and Kidd island, the
most western of the group, lies southeast from the northwest part
of Fisher's island. Between the two last-mentioned islands there
is a beautiful clear bay, two miles wide, and five miles up to the
head. Captain Coffin sailed up this bay about four miles, where
he found a fine small bay, where he anchored his ship; and, as
he remarks; there is some justice due one's self, called it Coffin's
harbour. This harbour is sheltered from all winds, except from
westsouthwest, and a vessel will ride with as much safety as in
Hampton roads, with no current or swell. Captain Coffin took
fifty tons of water on board, of the purest kind, with a supply of
wood, both of these essentials being in any abundance, and more
easily procured than at any other place he was at. Turtle and
pigeons were so plenty, that any number could be obtained. The
water in the bay was stored with a variety of fish, and with plenty
of choice lobsters, and the cabbage-tree was among the productions
of the island, so that any desirable quantity might be easily pro-
cured. Captain Coffin did not discover any quadruped, reptile,
or insect, not even an ant. The islands are covered with large
and beautiful forest-trees, but not a single mark, even of a knife,
could be traced upon one of them; nor did it appear that the foot-
steps of man had ever been imprinted on any of these islands.
For whale-ships; or those bound from Canton to Port Jackson, or
the northwest coast of America, they will furnish a valuable place
of refreshment. They are about south of Sandown point, on the
coast of Japan, and the distance may be sailed in four days.
The bay where Captain Coffin anchored is in latitude 26° 30'
north, longitude 141° east.

In the year 1825, the same captain, and while on the same
cruise, discovered, in latitude 27° north, longitude 141° 10' east,
a high island, well wooded, from the west side of which he pro-
cured good turtle and wood. Six leagues north of this, he discovered a high lump of an island, and many small ones near it, with a dangerous reef extending from one island to the other, and, as far as to latitude, 28° north. These islands and reef were not laid down on his charts. The navigation of the ocean around, and particularly north of this group, is dangerous, from our imperfect knowledge of it.

From many inquiries made of Captain Macy, about the Loo-Choo island, I am of opinion it will be found well worthy of more minute examination. It is situated in north latitude 26°, and 125° east longitude; is well cultivated; and all kinds of refreshments may be procured, and a good harbour will probably be found on the southwest part. The inhabitants are peaceable, and seem disposed to form acquaintance, and establish a friendly intercourse with foreigners. Vessels have seldom stopped at this island, and the world is yet ignorant of its inhabitants, their peculiarities, &c., except what information may be found in Captain Hall's book, royal navy.

Monmouth island, one of the Baske isles, is thickly inhabited, and well stocked with all kinds of provisions common to the islands in those latitudes. It affords good anchorage on the northeast part. The people on this island wear the Chinese costume, and appear very friendly, and anxious to trade with strangers. The island abounds with sheep; and there are many islands in its neighbourhood, of more or less importance.

A cluster of islands, said to have been discovered in 1716, and laid down on most charts in latitude 35° north, and longitude 146° east, is now considered of doubtful existence. By Captain Coffin's log-book, he has frequently sailed and whaled over the very spot, without being able to see them from the mast-head.

The natives of "New islands," and the surrounding groups, are generally well disposed, and willing to barter in all the productions of the islands. The group of islands between Francisco and Jida
should be more attentively examined. Several of them are well peopled, and the inhabitants, like the Japanese, are reserved, and distrustful of strangers. From the southeast part of New islands, there is a small island, well inhabited with curly-haired people, who appeared a warlike race. This island affords a good harbour, and probably abounds with *biche-le-mer*.

Captain Richard Macy, of Nantucket, a very intelligent man, has long been engaged in the whale-fishery, and has shown more than usual skill in his observations, as well in noting the facts he has seen, as in taking a great many sketches of islands, reefs, harbours, coasts, &c., which will be found very useful to the expedition. Captain Macy discovered an island four or five miles in extent, in south latitude 59°, and west longitude 91°, his ship passing near enough to see the breakers. The island abounded with sea-dogs, or seals, and the water was much coloured, and thick with rockweed. While crossing the Pacific, on a return voyage, he passed between the latitudes 50° and 55° south, and found the water much coloured, abounding with rockweed and seals—conclusive indications that land was near; but he could not stop to make any researches. He mentions the following islands, reefs, and shoals, as deserving particular attention: some of them, it is true, are laid down on the charts, some are not, and all require nearly the same examination. It is not at all surprising that the positions of these islands are not well defined. Their places were often given from observations, without making any allowance for refraction, and from the run of the log, without knowing or stopping to ascertain the direction and velocity of currents. One island, without any name, in 15° 45' south, and longitude 154° 15' west; one 16° south, 139° west, not well known; another island, 17° south and 138° west, not named; one island not laid down on any of the charts, nor published in any list of newly-discovered islands, lies in 16° south, and 143° west.
Indian Ocean.

Phillip's island, discovered on his late passage, in 11° 20' south, and 148° 50' west, is very low and dangerous, and cannot be seen but at a short distance; lying in the track of our homeward-bound ships, between the Sandwich and Society islands. A few small shrubs and trees are on this island; but no inhabitants.

In latitude 5° 30' south, and longitude 155° 50' west, an island was discovered in 1826, and about five miles in length. It lies low in the water, and presents a coast as dangerous as a reef, as it cannot be seen any distance. This island could not be found on any charts, and is a new and interesting discovery, inasmuch as it is an island dangerous to vessels, if not well known.

There are some rocks, and a dangerous reef, in the neighbourhood of 190° 50' south, and 167° 30' west.

In June, 1825, an island was discovered, northwest from the Fejee islands, in latitude 15° 30' south, and longitude 175° 30' east. This island is not placed on any of the charts, is well inhabited, abounds in yams; and the natives are very friendly.

The island Rotunah is situated in about 12° south. This island has long been known, and deserves attention, as a place where all refreshments known to the South seas can easily be procured.

Due west from this island, and about 15° south, there is a dangerous reef. Its extent and bearing is unknown, and it requires further attention.

Duke of York's island is laid down on the charts in 8° 30' south, and is said to be uninhabited. Captain Macy says he saw natives on it. This point should be settled, and I venture the prediction that the whaler is correct. The island contains refreshments.

Savage island. The natives are warlike; great caution necessary in landing.

Wytootach and Navigator's islands all contain refreshments, abound in hogs, and the natives are noted for their passionate fondness for large blue beads.
There is an island sixty miles west from the above, and also a reef, the former not inhabited, nor laid down on the charts.

Some islands have lately been discovered, extending from 169° to 172° east, and from 30° to 1° south. These are not named, nor placed on any chart, nor included in any list of newly-discovered islands.

In the year 1827, Captain Macy discovered a small group of islands in latitude 6° north, and 153° east. This group he called by the name of the ship he commanded, the Harvest. The islands are all enclosed by a reef, and abound in trees. He did not land, nor does he know if they are inhabited.

In latitude 9° north, and from 150° 30' to 152° east, there is a chain of islands, fifteen in number. Some of them are ten miles apart, but are enclosed by one reef, ninety miles in extent. These islands are low and beautiful, entirely covered with cocoanut-trees. He did not land, but thinks them inhabited.

Captain Macy visited another group of islands, in 7° 40' north, longitude 144° east. Some of them are well inhabited, but not marked on the charts.

St. Andrew's islands, per charts, are sixty miles out of the way. Laid down 5° 20' north latitude, 131° 20' east longitude. True position, 5° 20' north latitude, 132° 20' east longitude.

Disappointment island is placed on the charts in latitude 27° 30' north, longitude 139° 20' east. True position, 27° 30' north latitude, 139° 55' east longitude.

Armstrong's island was discovered in 1824, and is situated in latitude 21° 21' south, and longitude 161° 04' west. This island is fertile, well peopled, and affords a good anchorage to the north, and abounds in refreshments. The natives had never been visited before, nor had they any knowledge of civilized people. They were timid, and much alarmed at the approach of the vessels, showing no hostile appearances. The captain landed with a boat, when the fears of the natives soon subsided, and they gathered
round him in great numbers. They would not allow him to move or walk a step, but carried him wherever he wished to go. They regarded him as a superior grade of being, and paid him every homage they knew how. The number of inhabitants is unknown, and the island has never been visited since its discovery.

In Captain Macy's last voyage but one, he discovered a group of islands, eleven in number. They are many miles apart, and all surrounded by a coral reef, situated in 9° north, and 164° 40' east. Several of them are well inhabited by dark and savage-looking fellows, although they behaved very well, came off in their boats, and bartered coconuts. Captain Macy did not land, nor is it probable the island has ever been landed on by any other ship's crew. The reef enclosing the group is very dangerous, extending, in some places, fifteen miles from the land.

Broom's range affords a good place for wooding.

Lord Howe's group is inaccurately laid down.

There is a bank, latitude 36° north, longitude 179° east, on which some whalers have sounded, but no one knows its extent and bearings.

Captain Coffin, as stated by Captain Macy, discovered a reef in latitude 32° north, and longitude 140° east.

Sixty miles southwest from Ohituo is a newly-discovered island, thickly inhabited by very friendly natives. Refreshments may be procured at it in any quantity, and good anchorage found.

The same captain, in the year 1824, discovered a group, consisting of three islands, in latitude 21° north, longitude 179° west. The islands are ten miles apart; many inhabitants are seen on them; but he did not land or hold any communication with them, nor is it probable they were ever visited.

Ceno island, in 23° 50' south, 130° 15' west, not laid down on the charts, unless it be on some of the late editions.

A group of islands, in latitude 31° 06' north, and longitude 129° 30' east, is not accurate on the charts, and the islands are not named.
A number of reefs, situated about 27° south, and longitude 160° east, are dangerous, and should be examined. One more in 24° south, and 164° 30' east. A dangerous rock somewhere about 27° 30' south, and longitude 130° 30' east.

From the Marquesas to 20° south, and to at least 20° north, and from 150° west to 150° east, is a portion of the globe where all our intelligent captains of whale-ships agree many important discoveries may yet be made. Within these limits, there are many islands, reefs, and shoals, not discovered, and many but partially known.

Captain John Gardner, of the ship Atlantic, reports the following discoveries, which he made while on his last voyage in the Pacific:—

The first island, in north latitude 8° 48', longitude 144° 35' E.

The second do. do. 1° 07', do. 165° 00 E.

The third do. a cluster, S. lat. 2° 15' do. 152° 05' E.

Also, a cluster of reefs and shoals, extending northnortheast and southsouthwest, between the latitudes of 1° 35' and 2° 15' south, and longitude 153° 45' and 153° 15' east.

John Weeks, second officer, saw an island in 2° north, longitude 150° east, one mile long, surrounded by a coral reef six miles from shore. This island is low, and abounds in cocoanuts.

Captain George Washington Gardner discovered the following islands, &c., which are not laid down on any of the charts:—

An island, north latitude 30° 00', east longitude 144° 00'.

One do. do. 39 do. 39

One do. do. 30 do. 44 20

Rocks, do. 31 do. 155

An island, do. 37 do.

On the coast of New Albion:—

An island, north latitude 33° 00', west longitude 119° 30'.

Do. do. 21° 55 do. 155 10.

Maria island, not on the charts, abounds with fish and wood, but no water; is low and dangerous.
A rock, in latitude 20° south, longitude 167° 45' west, not on charts nor any published list; dangerous shoals in the neighbourhood.

Palmyra island is in 5° 58' north, and 162° 30' west longitude. There is a dangerous reef thirty miles north, extending eastnortheast and westnorthwest, very narrow, and fifteen miles in length.

Captain R. Joy, of Nantucket, reports a harbour in latitude 45° south, in West Patagonia, in which he found good and safe anchorage. By proper surveys, he thinks it might be made a place of refreshments for our whale-ships.

I have generally remarked that all our seamen who have had occasion to touch at any point on the west of Patagonia, agree that the coast should be surveyed from Cape Horn to Cape Pilares. They have often been sealing on the islands around this coast, and all agree that very little reliance can be placed, by the mariner, in the accuracy of the charts in common use. The shores, in many places, are so bold, that a vessel may be made fast to the trees growing on the land.

Sidney's islands vary, on different charts, from 4° 50' to 5° 30'. The northernmost is in latitude 3°, and longitude, according to Arrowsmith's charts, 176° 50'. The islands are very numerous; some are very small, from two to three acres; others larger, and one twenty miles in extent.

Again, the captains who have visited Fanning's island, say it affords a good harbour, of four or five fathoms water, and abounds in wood and water, both easily procured. The island is found, by charts, in latitude 3° 48' north, and longitude 158° 40' west. Good fish in the harbour and around the island, and peppergrass on the island, good for the scurvy.

The Kingsmills group, lying 1° south, and 175° 30' east, consists of a number of beautiful islands, all thickly inhabited. A steady current sets westerly from this group.
Captain Joy discovered a barren island and a reef in 23° north, and 177° 15' west, which has never been surveyed.

Wake's island, mentioned in the above list, in 19° 20' north, and 166° 50' east, affords wood in abundance; no water discovered on it, but probably may be found by examining the island.

In 1825 there was an island discovered by the captain of the ship Spartan, which bears the name of the ship, (of Nantucket.) It lies low in the water, and is in latitude 1° 10' south, and 159° 30' east.

In latitude 1° 30' south, and longitude 166° 35' east, there is an island lately discovered. It lies high, is well watered, and is called Morris's island. This island lies near the track of Captain Butler, in 1794, and is southwest from Pleasant island.

An American gentleman, in a letter from Valparaiso, dated the 10th of April, 1828, to the editor of the Salem Register, gives an account of an island which he considers a new discovery. In this supposition he is correct; but it was first discovered by Captain Ray, of Nantucket, in the year 1825. It lies in 26° 32' south, and longitude 103° 59' west. The nearest land to it is Easter island, in latitude 27° south, and longitude 109° 46' west.

Captain R. Closly says he never saw but one island inhabited, and not laid down on his chart; and this was in latitude 8° 03' north, and 166° 15' east. It is a small low island, covered with wood, and is not to be found on Purdy's large and late edition of charts of the world, published in 1827.

In latitude 10° 30' north, and east longitude 166° 40', the same captain discovered a large group of islands, surrounded by many insulated rocks and reefs, and no inhabitants.

Captain Worth informed me that Grigan island, found on all the charts north by west of the Ladrones, is worthy of some notice. Fresh water may be had at it by digging wells near the southwest side of the island, within a few feet of the beach. Plenty of fire-wood, of good quality, may be had. Natural productions, coca-
nuts, bread-fruit, yams, &c., are found. There is no sounding until near the shore; but, in case of necessity, a vessel may anchor in from twelve to fifty fathoms water: dark-gray sand on the southwest side. There is a volcano in the middle of the island.

Captain Bennett laid down an island in 5° 30' north, longitude 139° 20' west. This is near Fanning's island. He called it Madison island.

St. Pert's island. Against the name of this island, Captain Bennett has marked in his log-book, "wood and water." Its position is 18° north, longitude 116° west.

Captain Briggs discovered an island west and north of Sandwich islands, in 25° 47' north, longitude 172° west. The island is low, with not more than sixty feet, in any part, from the water: three miles long, and two across it.

Captain Edward Gardner, while in command of the whale-ship Bellona, discovered an island, in 1823, in latitude 19° 15' north, longitude 166° 32' east, which he judged was twenty or twenty-five miles long. A reef appeared to make off from the east end of it, to the distance of two miles, with detached rocks to the west. The situation given is from the centre of the island. "Wake's island" is placed on Arrowsmith's and other charts nearly in the above situation. The island was covered with wood, having a very green and rural appearance.

The island to which Captain Seely proposes to give the name of Beverly island, was probably not, as he supposed, a new discovery. On Purdy's smaller charts of the world, published in 1821, as well as on the previous edition of that chart, an island is laid down in 18° 30' north, longitude 113° 30' west, to which he gives the name of "St. Rosa;" and though the longitude differs considerably, I am disposed to believe it is the island Captain S. describes. It is not laid down on Arrowsmith's charts; and it is a little remarkable that, in Purdy's edition of his large chart, published in 1821, and improved in 1825, it is not to be found, nor
has Bowditch any reference to it in his tables of latitudes and longitudes. The island has been seen by some others of our whalemen who have cruised in that neighbourhood; and Captain Swain, late of the ship Charles, ran near it, and made the longitude 113° 30' west, the same as given in Purdy's former maps.

On some old charts I perceived an island laid down in the same parallel of latitude, and about 120° west longitude, but which is not found in the best modern charts.

Captain Swain, while passing from Sandwich islands to Cape Horn, ran farther south than usual for whale-ships, and discovered an island in latitude 59° south, and longitude 90° west, covered with snow, and abounding with sea-dogs and fowl. This must be the same island discovered by Captain Macy, an account of which is given before; and this is only introduced to show how practical men tell their plain stories, and, without any previous concert, confirm each other.

Captain H. Bunker, in 1823, discovered an island in 15° 30' north, and 136° west longitude. Lying to windward, and it blowing strong, he could not get to it to make any observations. In the same year he landed on an island in 24° 22' north, longitude 153° 18' east, by reckoning, not being able to make an observation that day; nor has he visited or heard of the island since.

Captain H. C. Bunker, about three years ago, discovered an island not on his charts; it is called by the natives Pearotuah, is three miles from east to west, about twenty miles in circumference, high, mountainous, rocky, and rugged, free from all dangers around it, with two boat-harbours, one northwest of the other, on the northwest side; the land productive. The missionaries had visited it, and Mr. Williams was on it at the time. The natives are estimated at five thousand in number. It is in latitude 21° 17' south, and longitude 159° 40' west. There is no trace of this island on Purdy's charts to the latest editions.
Captain S. Chase, of Nantucket, on one of his late voyages, fell in with a canoe containing a number of natives, S. S. W. from the Kings-mills group. They had lost their track, but pointed in the direction they thought they came from. Captain Chase steered to that point, and found the island where they belonged. On going ashore, the islanders gathered round them in great numbers, and conducted Captain Chase to the residence of their chief, who treated him with great kindness, and loaded his boat with fresh provisions. Captain Chase is of opinion that the island had never been visited before, and states it to be a good place for recruiting. The latitude and longitude are not given, nor have I been able to find them among any of the records in Nantucket; the captain, at present being on a whaling voyage in the Pacific.

Penrhyn's island. On Arrowsmith's charts this island is laid down in lat. 9° 14' S. long. 167° 48' W., which, by a comparison with Captain Alexander Macy's journal, kept during his late voyage in the ship Peruvian, is probably erroneously given on the charts, or Captain Macy has discovered a new island.

On the 21st of July, 1827, Captain Macy discovered land, bearing from W. S. W. to S. by W. 12 miles distant, his ship then heading S. by E. On the following day he saw two other islands, or prominent parts of the island seen the day before, with valleys intervening, (which was probably the fact, as no water could be perceived between them,) lying to the S. and W., the nearest part at four miles distance. This island was well wooded, and found to be inhabited. At 3 P. M. a canoe with five natives, of large stature and ferocious countenances, well armed with spears and clubs, came under the stern of the Peruvian, and remained there nearly an hour. Soon after, many other canoes were at the leeward, paddling in a direction as though their object was to intercept the course of the ship. The manoeuvres of the natives appeared so hostile, that Captain Macy made all sail off shore, and at dark saw canoes in chase of the vessel which, however, they
did not succeed in overtaking. Captain Macy supposes, from the appearance of the natives, and the few articles he saw in the canoe which visited the ship, that they have never had an intercourse with, or knowledge of, civilized people. The latitude of the island is $8^\circ 52' S.$ long. $157^\circ 23' W.$ Whether this be a new island or not, is a subject of curious inquiry; and certain it is, our knowledge of it is very imperfect.

From the account given by Captain Allen, the dangerous reef of rocks near Cape St. Roque is erroneously laid down on the charts. He experienced moderate weather while in the neighbourhood of the island, which subjected his vessel to a strong westerly current, causing her to fall to leeward of the port about 90 miles of latitude. May 24th, land was seen W. S. W. and W. 20 miles, latitude, by observation, $5^\circ 24' S.$ Stood in, and at the distance of 10 miles from land tacked off, being 24 miles south of Cape shoals, by the chart. Observed the day following $5^\circ 25' S.$, and stood in towards the S. W. and W. S. W., working to windward; and, 4$\frac{1}{2}$ hours after, with my position, as per chart, 25 miles south of the shoals, the prominent headlands being precisely as the day before, and judging the same distance off, (10 miles,) while in the act of veering, the vessel struck on the reef, bilged, and filled in three hours; proving, according to my observation, and information subsequently obtained on shore, that the shoals were placed on the chart erroneously 25 to 30 miles; latitude by chart $5^\circ$, their true latitude $5^\circ 25'$ to $5^\circ 30'$. The Cape is also erroneously laid down, authors differing from $5^\circ 03'$ to $5^\circ 34' S.$ The latest edition of the "American Coast Pilot" places them nearly in their true position.

Captain M. Hart, on a late trading voyage from New York to the Northwest coast, from thence to Canton, and back to New York, via the Sandwich islands, embraced every opportunity in his power to obtain the true position of islands, shoals, rocks, reefs, &c., and the accuracy with which they are laid down in the charts.
The general correctness of his observations, I think, may be relied on, as he is a man of considerable science, of great experience, had on board two good chronometers, and was, besides, well versed in the use of lunar observations. In lat. 15° 30' N. and long. 123° 20' W. are laid down the dangerous rocks called "Villa Robos." Captain Hart sailed over the very spot, and saw nothing of them. They no doubt exist somewhere in the neighbourhood, and should be looked after, and their position accurately defined. On all the published charts the island "Gaspar Rice" is laid down in 15° N. lat. and 172° E. long. Smith's island, and also St. Bartholomew's, have the same latitude, and 170° and 164° E. long. Captain Hart ran for these islands, tacked several times, had a number of good observations, and decided to his entire satisfaction that they are not to be found within fifty miles of their positions given on the charts. The island "Pagon" is laid down 25 miles too far to the north. The third Volcano island could not be found in the latitude and longitude given by some navigators. Captain H. ran for the island "Tres Colunas," and came to in lat. 27° N. and 160° E. long., the very position given this island, and, with a clear atmosphere, he could not discover land in any direction from the mast-head, and with the best of glasses. Of course, this island does not exist, or is inaccurately laid down on the charts. "Gold island" is not laid down correctly, as land was not in sight in 29° 30' N. and 151° 30' E., the position given on all the large charts.

The information I have thus far communicated has been derived chiefly from our citizens engaged or interested in the whalefishery. I regret that I am not at liberty to communicate in writing all the interesting facts which I have been enabled to collect from those engaged in the seal trade, or, as they call it, the "skinning business." The occupation of these men leads them into seas and parts of the globe far beyond the common pathway of
the whaler. Their voyages and adventures, too, are of the most daring kind. In small vessels they venture into high southern latitudes, and have actually taken seal, with profit, in some instances, within the south antarctic circle. In the history of the seal-trade, secrecy in what they know, has been deemed a part, and a very important part, too, of their capital. There is nothing more common at this time, than that islands are frequented for animal-fur, and their positions known to no one on board but the captain; and when an island is discovered, the observations are made and noted down by the captain in his private journal.

In frequent and familiar conversations with these practical men, who have spent so many years of their lives in these high latitudes, I have been enabled to draw out a great deal of information in relation to the manner of conducting a vessel with safety through the ice, and the proper season of the year to make the attempt to reach high latitudes, with a world of useful hints and observations of a kindred nature. These I do not deem it necessary to give in detail, but have recorded them in my private notes for future use. I have also been enabled to ascertain, with a good deal of precision, the portion of the southern hemisphere where these attempts to reach a high latitude have always proved ineffectual. And they have communicated to me, also, where their experience has fully shown that vessels may advance with no great difficulty into very high latitudes, if not to the 90th degree itself. From all which, as well as from answers received to a circular letter addressed to many whom I could not see, I have been enabled to make the following estimate:—

That they have been near 70° S. latitude in a few instances, in which latitude they experienced moderate weather, a clear sea, and no land or ice to the south. They all agree that the ice to be met with is first formed and attached to land, and that the greatest impediment to navigation from ice will be found from 62° to 68° S. except in those meridians where they have not been able to go.
far south at any time. They have seen lands to the east of the Shetlands, but give no account of any animal or vegetable production on any of them.

The southern part of the New South Shetlands extends farther than any one has yet penetrated. The shores are bold, and in many places afford spacious harbours, which look as if they might extend far into land, like Hudson or Baffin's bay.

The captains who have sailed within the straits of Magellan, all report that, if properly surveyed, it would become the principal passage to the Pacific ocean. They state that the snow-storms are not frequent, nor of long duration, to the south, and generally come with E. N. E. and S. S. E. winds. Currents, among the Shetlands, mostly set N. E. at 1½ and 2 miles an hour.

Captain James C. Swain states that he has been several times in the Pacific ocean, and found the best time to double the Cape in March and April, as then the winds are most variable; and the weather the most pleasant, with but now and then some rain and hail. The highest point of south latitude he made was 59° 18', long. 67° 20' W., being then 95 days out. The snow-storms lasted but a short time in that latitude. Short passages are made by keeping near the land. On the 5th of April, he saw birds in lat. 56° 20', long. 80° W. The birds were small, and could not have flown far. From the appearance of the water, and from the driftwood, as well as from the birds, he conjectured that land was not far off. He crossed the equator on the 24th of June, in long. 115° 22' when the variation was 5 degrees easterly. In lat. 7° 09' N., long., 121° 25' W., the variation was 5° 45'. In lat. 11° N., long 123° 55' W., and from thence to long. 129°, and to lat. 18° 22', he saw driftwood, and imagined that land was near. From 33° 28' N. lat. and on 144° 50' W. long. to 153°, the variation was about 10 degrees. He says it does not answer to come from high to low latitudes until October. In lat. 23° 25' S., long. 52° 50' W., he saw an island, called by the natives "Remat." It
appeared to be about 15 miles in circumference, not then laid down in any chart. The inhabitants mild and peaceable; the land low, and the productions the same as the Friendly islands.

Much other and more minute information has been given me respecting the mode of doing business in the whale-fishery by the gentlemen I have consulted; as, also, the number and nature of their losses, with all the facts they have in their possession in regard to those ships now missing, which may enable the expedition to use the best methods of extending to these unfortunate people assistance, if they are within the reach of aid. But these matters, fully written out, would extend my communication to an unwarrantable length. Enough has already been given of what I have collected, to show how much remains to be done in that portion of the globe; and enough also, to prove to the Department that it is in possession of more information of these seas than the Admiralty of any other nation, however commercial, for those seas are truly our field of fame. Too much credit cannot be given to our whalers, sealers, and traffickers in those seas for the information they have acquired, and the liberality, generally speaking, with which they have imparted it. But, after all their exertions, justice to ourselves as a great people requires that this mass of information should be reviewed, analyzed, classified, and preserved in careful literary labours for the benefit of mankind.

That this may be accomplished in your administration of the marine of our country, and under your auspices, and especial care, to the satisfaction of the public, and the honour of our country, is my ardent wish.

Very respectfully,

Your obedient servant,

J. N. REYNOLDS.
SIR: As an officer of the United States navy, I cannot look upon the efforts you have been making towards getting up an expedition to the South seas with feelings of indifference. They are noble, sir, and the design is worthy of them. I had the good fortune to perform the cruise of the Potomac, under the command of Commodore Downes, in which we circumnavigated the globe, increasing our latitude from 40° north to upwards of 56° south; and, in this immense range of ocean, we were never once beyond the reach, or in fact within some degrees of the limits of our whaling and sealing interests. While among the islands of the Pacific Ocean, and during a cruise of some 18 months on the west coast of South America, I had numerous opportunities of observing the immensity of our whaling and other commercial interests in those seas; and alas! of mourning (from the reports of numberless merchants and whaling captains) over the imperfections of our charts of those very regions now become the field of enterprise of those daring navigators. Newly-discovered islands are yearly being made, and already a list of upwards of 400 has been made. Some of these lists I have seen; but they have, I believe, some time since, been laid before the House of Representatives by the untiring and highly-to-be-commended exertions of J. N. Reynolds, Esq. I am well convinced, by practical knowledge, of the utility of the proposed expedition, towards a thorough examination of those seas, for the preservation of our commerce and the encouragement of our seamen engaged in a service already, perhaps, the most dangerous of any, independent of unknown islands and undiscovered reefs.

Without entering into any learned or farfetched argument in support of the existence of undiscovered land in high southern latitudes, abounding in articles of commercial interest, allow me, sir, to refer you to a communication made to the Royal Geo-
graphical Society, in the year 1833. It appears, from this paper, that one Captain Biscoe, in the brig Tula, accompanied by a small cutter, the Lively, on the 8th of February, 1831, discovered land, and during one whole month remained in the vicinity of it. He clearly discerned the black peaks above the snow, but he was unable to approach nearer than thirty miles to it, from the boisterous state of the weather and ice. The stormy petrels were the only birds seen, and no fish. It has been named Emberly's land, longitude 47° 30' east, latitude 66° 30' south; an extent of 300 miles was seen. In consequence of the bad state of the health of his crew, Captain Biscoe was compelled to return into warmer latitudes; but, in the early part of February, 1832, he was again in the vicinity of an immense iceberg, when it fell to pieces, accompanied by a tremendous noise, and, on the 15th of the same month, land was seen to the southeast, latitude 67° 15', longitude 69° 29' west. It was found to be an island near the head-land of what may hereafter be called the Southern continent. On the island, about four miles from the shore, was a high peak, and some smaller ones. On the 21st of February, Captain Biscoe landed in a spacious bay, on the main land, and took possession, in the name of his majesty William IV. It will probably, on further examination, be found that this very land is but a continuation of the same chain of islands which are entirely and undoubtedly an American discovery; but the honour may be snatched from us, and the glory of naming them be lost to the country, should the present expedition fail, to say nothing of the advantages that may be lost in the collection of animal-fur. I will not trouble you longer, sir; I may already have taken a liberty in writing to you on the subject. I have too much pride in my country, to suppose for one moment that a few months will not see the South Sea expedition filling to the breeze, and wafting on to national fame. Few hearts in the navy will not beat high with hope of participation, and many—(and I say it with professional exultation)—yea,
many noble spirits will be found ready and willing to venture all, and patiently meet the dangers and privations which such an expedition may demand, to fill the measure of their country's glory. Sir, may I venture further, and look to the end of three short years, and foretell the return of the gallant little band crowned with success—rich in knowledge of tropical seas, and bearing the high honour of having unfurled the stars of liberty even to the verge of the Southern hemisphere. And with what pride—what glowing conscious pride, will not you, sir, and the honourable committee to which the subject has been referred, hail the return of that expedition which your efforts pushed forward; bearing, too, that information which is to render the South seas and Pacific ocean more safe to our daring fishermen and other traffickers.

With high hopes for the success of yourself and the honourable committee, and with many sentiments of respect,

I remain, sir,

Your obedient and humble servant,

SYLVANUS GODON,

Passed Midshipman U. S. Navy.

Hon. Dutee J. Pearce,

Member of the Committee on Commerce.
ISLANDS, REEFS, SHOALS, &c.,
NOT CONTAINED IN THE PRECEDING REPORT.

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<td>By others</td>
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<td>Tuck's island</td>
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## ISLANDS, REEFS, SHOALS &c.

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INDIAN OCEAN.

ISLANDS, REEFS, SHOALS, &c.

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<td>11°29' 2 45</td>
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<td>Farmer's island</td>
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<td>A rock</td>
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Between Falkland islands and the continent—about 200 miles west of the former.

Off-shore whaling ground, from 103° to 115°, in lat. from 3° to 5°, 7° S., and sometimes on the line, Captain Mitchell discovered a low island well covered with timber. It was not seen until the vessel was near, and had it been night, the chances are that the vessel would have been lost. There were no other islands in sight, and this one not on any chart. The island should bear the name of its discoverer, Mitchell.

Navigator's islands. These islands are said to be eight in number, were discovered by Bougainville, and examined by Perouse in 1787, and may be said to extend from 14° 9' to 18° 57' south. The number of inhabitants is probably from forty to fifty thousand.

Captain Worth, of the Howard, informs us that, having visited most of the islands in the South Pacific, he considers the island of Ottewhy as presenting advantages and facilities to whalermen, superior to those of any other island in that ocean. It affords fruit, yams, poultry, swine, &c., in the greatest abundance, plenty of wood and excellent water. For a musket the natives give thirteen hogs, or eight hundred to a thousand yams; and great quantities of fowls, cocoa-nuts, bananas, &c., may be purchased for a few pipes, flints and blue-glass beads. The fruit is generally ob-
tained at the northwest part of the island; but hogs, wood, and water are procured from the north side. Sufficient supplies may be taken on board in the short space of four days; and no danger need be apprehended from the natives, provided the precaution be taken to keep the head chief on board as a hostage, day and night—a requisition very willingly complied with, when two or three of the natives and an interpreter are also allowed to remain. By pursuing this course in both his visits to this place, Captain Worth passed and repassed unarmed in his boats with perfect safety, and found the natives extremely civil, never attempting to steal from the boats on shore, nor while on board his ship. He thinks, however, that without this precaution, they would not hesitate to seize a boat and crew, merely for the sake of two or three muskets, which article they seemed very anxious to obtain, though they never inquired for shot or ball. The white residents (of which there are only two, who are chiefly engaged in agriculture,) informed Captain Worth that they made no other use of the muskets than to discharge them at their great feasts, considering those the best which made the loudest reports.

The chains of islands in Oceanica and the Pacific, extend in general, from S. E. to N. W., and the groups often terminate with a large island, as Otaheite and Owyhee. This fact may facilitate discovery, and a knowledge of it add to the security of navigation, by avoiding the immense reefs which extend, no doubt, at great distance from the point where the islands terminate.

Solomon islands, seen by Byron in 1765, and supposed by him to be the islands of Quiros, in the 17th century. They are exceedingly dangerous—Lie in 10° 15' S. 169° 28' W.

Admiralty islands lie to the N. W. of New Ireland; are numerous, extending from 1° 28' S., to 5° 20' S., and from 148° 20' E., to 152° 16' E. This scope embraces the whole extent of New Britain.

New Guinea, that great link by which the Molucca islands are
connected on the one hand with New Holland, and with the Polynesian archipelago on the other. Of this extensive chain we know nothing except the line of coast, and, unfortunately, even of that but little. The length of this country cannot be much short of 1200 miles, and from 15 to 360 in width. This country is called Papua, or the country of the Papoos, a name by which the inhabitants are known among the Malays. It is from these islands that birds of Paradise are procured, of which there are known to be not less than twelve species.

St. David and Freewill islands form the most natural transition from New Guinea to Polynesia, or Eastern Oceanica; and what is strange, these islands are inhabited by a race entirely different from the Papua, being of a copper colour, and in language resembling the Sandwich islands.

Leaving the Molucca sea, next comes the Pelew islands, called by the early navigators Palaos. The inhabitants are naturally an amiable, gay, and innocent people, of middling size, and by no means bad looking. They lie between 133° and 136° E., and from 6° to 8° N.

To the north of the Pelew islands are those called Matetotes, Martyrs, Sagaoadiahh, &c.

The groups of St. Andrew, Pedeo, Warwick, &c., stretch off to the south, and are but imperfectly known.

Turning to the northeast from the Pelew islands, we find the Marian group, consisting of near twenty in number. These islands are of ancient discovery, by Magellan, in 1621, and called by him Ladrones, but were afterward, under Philip IV., changed to the present name in honour of Mary Ann of Austria. They extend from 13° to 22° N., and from 145° 35' to 148° E.

To the north of Marian islands are different groups, of which nothing is known except that they are volcanic.

What is known, even at this late day, of the Caroline islands? Nothing, except that this archipelago lies between the Pescadores
on the east, the Marian islands on the north, and the Pelew islands on the west. The group does not contain less than two hundred islands. The soil is fertile, but the country is subject to hurricanes.

Of the Mulgrave islands; (from $0^\circ$ to $8^\circ$ S., and $171^\circ$ to $175^\circ$ E.,) we know their name and position. This chain is connected with the Caroline group by the Pescadores; and probably with the other archipelagos of Polynesia by chains still unknown.

All the seas west from Navigator's islands to Solomon's group, are speckled with detached islands; some of them remarkably fertile and productive.

Feyjee islands, or archipelago, from $16^\circ$ 30' to $19^\circ$ 48' N., and from $175^\circ$ 5' to $179^\circ$ 19' W.

Sailing eastward, we fall in with the hills and plains of the Friendly islands. Allowing this cluster to extend as far as the Feyjees in the west, the Cocoa and Traitor's islands in the north, to Savage island in the east, and to Pytstaert in the south, it will include more than one hundred islands.

The Society islands have been the theme of more writing than some kingdoms of Europe. Who that has read and not admired the charms of Queen Oberia, and viewed in imagination the festivals of Potomare. The Otaheitans are better known to us than the inhabitants of Sardinia or of Corsica. Otaheite is indeed entitled to the appellation of Queen of the Pacific.

To the southwest and southeast of the Society islands, a long chain of widely-separated islands extends, beginning with Palmerston, and ending with Easter islands. To the northeast and east are Gloucester, St. Paul's, Conversion, Michall, and many others but little known.

In passing from Easter island to the Marquesas, the whole ocean is sprinkled with small islands, low, sandy, and encircled with coral reefs; and here the navigation is exceedingly dangerous. At the north of these low islands we find the lofty Marque-
Indian Ocean. These islands were discovered by Mandana, and lie from 7° to 10° S., and from 138° 48' to 165° 9' W. In sailing east from the Marquesas, no doubt important discoveries are to be made; perhaps Roggerwyer's would be rediscovered; for these, bearing the name of their discoverer in 1722, must lie between the 9° and 12° parallels of south latitude. No complete account of Roggerwyer's voyage was ever published.

J. N. Reynolds.

Washington City, March, 1836.
February 7, 1835.—Mr. Pearce, of Rhode Island, from the Committee on Commerce, made the following report:—

The Committee on Commerce, to whom were referred numerous memorials from citizens of various sections of the United States, praying that an exploring expedition to the Pacific ocean and South seas may be authorized by Congress, report:—

That the number and character of the memorialists, and the opinions they have expressed upon the subject of the memorials, have called the committee to an attentive and careful consideration of the objects to be attained by the expedition, as well as of the reasoning and facts adduced in favour of the undertaking.

It is represented that the intercourse between the different parts of the nation and the islands and countries of the Pacific has become a matter of public interest, and deserving the protecting care of the national legislature. The fur-business hitherto carried on between the Pacific islands and China, has afforded rich returns, and increased the wealth of our common country. Besides this employment of national industry and enterprise, it is represented that there are engaged in the whale-fishery, from various parts of the country, an aggregate of one hundred and thirty-two thousand tons of shipping and ten thousand men.

Besides this amount, engaged directly and exclusively in the trade, there is a vast amount of capital incidentally dependant on it, and in transporting oil to Europe, and in return cargoes, as well
as the different parts of our own coast; so that, from the most careful computation, it has been found that not less than one hundred and seventy thousand tons of shipping, navigated by twelve thousand men, are employed in this branch of business, and the capital invested not much, if any, short of twelve millions of dollars. This view of the astonishing increase in this branch of our national industry, is fully sustained by records, and is ably treated in an article of unusual merit in the *North American Review*, for January, 1834.

The memorialists further represent, that the increased extent of the voyages now pursued by the trading and whaling ships into seas but little explored, and to parts of the world before unknown, has increased the cares, the dangers, and the losses of their merchants and mariners. Within a few years their cruisers have extended from the coasts of Peru and Chili to the Northwest coast, New Zealand, and the isles of Japan. This increase of risk has been attended by an increase of loss. Several vessels have been wrecked on islands and reefs not laid down on the charts; and, in some instances, no soul survived to tell their fate.

That something should be done, on the part of Government, for the protection of this widely-extended and important interest, seems to be the undivided opinion, as it is evidently the interest, of a large portion of the country; and the anxiety of the public mind has been evinced by various memorials to this house from legislative bodies, from the hardy and enterprising citizens of Nantucket, and other places interested in the whale-trade.

A recent expression of the legislature of Rhode Island is contained in the following words:

"State of Rhode Island and Providence Plantations, in General Assembly, October Session, A. D. 1834.

"Resolved, That, in the opinion of this general assembly, the subject of the memorial of J. N. Reynolds and others, dated
November, 1834, praying that provision may be made by law for a voyage of discovery and survey to the South seas, is highly important to our shipping and commercial interests, and is hereby recommended by the said assembly to the favourable consideration of the Congress of the United States."

Following this resolve of the legislature of Rhode Island, the East India Marine Society of Salem, Massachusetts, a society which has filled a large space in the commercial history of our country, in their memorial, use strong and decisive language, and speak with a practical knowledge, which entitles their views to the most respectful consideration; "for among them are those who were the first to display our national colours in our commerce to the eastern world; among them are those who have been engaged in trade on coasts and among islands but little known; and they have felt, in losses and in painful solicitude, the want of the protection of their government, as well to point out the position of a dangerous reef, as to defend them against the natives, who had seen nothing of our power to restrain them from unlawful attacks upon their vessels or their lives; among them are those who have visited the islands in the Pacific, as well as those in the east, and have seen and felt the dangers our vessels are exposed to, for the want of such protection as an expedition, fitted out for the express purpose, alone can give."

They further state, that they will "refrain from going into any computation of the immense amount of tonnage and capital engaged from the United States, in the whale-fishery, all of which is more or less interested in such an expedition. Without attempting to designate the groups of islands most important to be examined, your memorialists would simply call the attention of your honourable body to one point, which may serve as an index to the rest: the Feejee or Beetee islands. What is known of them? They
were named, but not visited, by Captain Cook, and consist of sixty or more in number. Where shall we find charts of this group, pointing out its harbours and dangers? There are none to be found, for none exist. And yet, have we no trade there? We speak not for others, but for ourselves.

"From this port, the following vessels have been, or now are, employed in procuring biache-le-mer and shells at the Feejee islands, in exchange for which eastern cargoes are brought into our country, and thus contributing no inconsiderable amount to our national revenue:

"Ship Clay, brig Quill, have returned; brig Faun, lost at the islands; ship Glide, Niagara, also lost; and bark Peru greatly damaged, and in consequence condemned at Manilla; brig Spy damaged, but repaired again; brig Charles Doggett, bark Pallas, brig Edwin, ship Eliza, ship Emerald, ship Augustus, and brig Consul.

"The Charles Doggett has recently returned, in consequence of having a portion of her crew massacred by the natives. The ship Oeno, of Nantucket, was lost on one of these islands, and her officers and crew, consisting of twenty-four in number, were all massacred, in like manner, except one.

"Thus, it must appear to your honourable body, that the losses sustained at this single point—to say nothing of the value of human life, which is above all price—would not fall far short, if any, of the amount necessary to fit out an expedition for the better examination of such points in the Pacific ocean and South seas, as require the attention of government."

In recurring to the memorials hitherto presented, and now on file, your committee find them thus alluded to in a letter from J. N. Reynolds, Esq., transmitting them to the honourable Andrew Stevenson, at that time speaker of the house. [See document 209, 1st session 20th Congress.] The writer says:—
"Among these memorials, you will find one from Albany, dated October 19th, 1827, and signed by his excellency Nathaniel Pitcher, lieutenant-governor of the state of New York, the honourable Erastus Root, speaker of the house of representatives, and by nearly all the members of the legislature. I have also the honour of transmitting to you three other memorials:—the first is dated Charleston, South Carolina, May 31st, 1827, and signed by the mayor of the city, President of the Chamber of Commerce, and by a very long list of respectable citizens. The second is dated Raleigh, North Carolina, December 24th, 1827, and contains the signatures of his excellency James Iredell, governor of the state; the honourable B. Yancy, speaker of the senate; the honourable James Little, speaker of the house of commons; and by a large proportion of the members of each branch of the legislature. The third memorial is dated Richmond, Virginia, January 1st, 1828, and is sustained by a number of respectable citizens: by the honourable Linn Banks, speaker of the house of delegates, and by a large and respectable number of the members of the legislature."

With these memorials, Mr. Reynolds transmitted, in like manner, to the speaker, the following preamble and resolution, adopted by the house of delegates of the state of Maryland:—

"Whereas foreign nations have long turned their attention towards the acquirement of a more perfect knowledge of the geography of the earth, by means of voyages of discovery, and by these exertions have not only acquired reputation, but extended the weight of their influence, opened new channels for commercial enterprise, and benefited the human race, by enlarging and improving the boundaries of knowledge: And whereas the government of the United States has attained a high standing among the nations of the earth, the practical result of the most stupen-
dous, as well as successful, experiment ever made in politics; a population fast increasing; commercial relations and interest co-extensive with the civilized world; nautical skill, perseverance, and enterprise, if not unequalled, at least unsurpassed: And whereas the sending out of one or two vessels on a voyage of discovery would not be attended with any very heavy demands on the public treasury, and would seem to be in strict accordance with the character and liberal policy which ought to be pursued by a government whose political existence is, in a great measure, dependant on the general intelligence of the people: And whereas a great number of the most enlightened citizens, of different sections of our country, have memorialized the senate and house of representatives of the United States, in Congress assembled, and have set forth in their memorials that, under the patronage of the United States, an expedition should be fitted out without delay, and proceed to acquire a more correct knowledge of our own continent; or, if possible, to enter the more interesting and extensive field for enterprise in the southern hemisphere; and, provided for the purpose with hardy seamen and scientific persons, to bring home to us the result of their labours, for the honour of our country and the benefit of mankind: And whereas voyages of this kind, even when they fail of making important discoveries, bespeak a liberal policy, and give character to the people who undertake them: Therefore,

"Resolved by the General Assembly of the State of Maryland, That we do highly approve of the views of the said memorialists, believing that a polar expedition, if properly conducted, could scarcely fail in adding something to the general stock of national wealth and knowledge, and to the honour and glory of the United States."

It is, perhaps, unnecessary to remark, that this expression of public sentiment, though extensive, and deserving the most
respectful consideration, is small, when compared with other and
similar memorials, introduced during the same session, from the
legislatures of Pennsylvania, Ohio, &c.

These memorials having been referred to the committee on
naval affairs, on the 3d of March, 1828, a letter was addressed,
by order of the committee, to the honourable Samuel L. Southard,
secretary of the navy, asking his "opinion respecting such an
expedition, and briefly his reasons for it."

To this inquiry the secretary replied:—

"I entertain the opinion that such an expedition is expedient.
My reasons are briefly these:—

"That we have an immense and increasing commerce in that
region, which needs the protecting kindness of the government,
and may be greatly extended by such an expedition. Of the
extent and nature of this commerce, it is not easy to write
briefly; nor is it necessary. It is better known to none than
to some of the members of the naval committee in the house
of representatives. The estimate of its value has been much
augmented, in the view of the department, by the reports which
have been made, under its orders, by our naval officers who
have commanded vessels of war in the Pacific, and which are
now on file.

"The commercial operations carried on in that quarter are diffi-
cult and hazardous: they are correctly represented in the memo-
rial of the inhabitants of Nantucket, to which I would refer, as
well as to some of the many other memorials which have been
addressed to Congress on this subject. It would seem wise in
the government to render these commercial operations less hazard-
ous, and less destructive of life and property, if it can be done by
a moderate expenditure of money.

"The commerce in the Pacific ocean affords one of the best
nurseries for our seamen. An expedition, such as that proposed, would be calculated to increase that class of citizens—an increase in which the government and nation are deeply interested.

"We now navigate the ocean, and acquire our knowledge of the globe, its divisions and properties, almost entirely from the contributions of others. By sending an expedition into that immense region, so little known to the civilized world, we shall add something to the common stock of geographical and scientific knowledge, which is not merely useful to commerce, but connects itself with almost all the concerns of society; and while we make our contribution to this common stock, we shall not fail to derive the best advantages to ourselves, and be richly paid, even in a calculation of expenditure and profit."

On the 25th of March, the committee made their report to the house, and expressed themselves in the following terms:

"In relation to the interests, individual and national, connected with such an expedition, the committee refer to a statement submitted to them by Mr. J. N. Reynolds, on the 10th February, 1828, in answer to inquiries addressed to him by order of the committee. So much of the statement as exhibits the amount of our commerce in the Pacific seas, the committee think is fully sustained by the reports of the officers of our navy, who have, by order of the Secretary, heretofore made reports upon that subject, to which Mr. Reynolds refers, and with which his statement has been compared, as well as with the accounts of others familiar with those branches of our trade.

"The dangers to which an immense amount of property is exposed, as well as the hazard to human life, for the want of knowledge, by more accurate surveys, of the regions to which our commerce is extending, and the probable new sources of
wealth which may be opened and secured to us, seem to your committee not only to justify, but to demand the appropriation recommended; they therefore report a bill for the purpose."

During the same session this report was acted on, and a bill, making an appropriation, passed the house of representatives.

From that period to the present, no legislative action has been taken upon the subject, though scarcely a session has passed that memorials from one section or other of the country have not been presented; and the continued solicitude of the public mind is evinced in favour of the enterprise, now that the condition of our country and its financial concerns can so easily afford the small demand upon the treasury which such an expedition will require.

The action of Congress is not invoked in favour of a measure of doubtful expediency. The requisite information in forming an enlightened judgment, and in directing the action of government, is ample and complete, and will be found in the accompanying documents.

The report of Mr. Reynolds on the islands in the Pacific shows, at a single view, what remains to be accomplished. To examine such of these islands as may be found to contain harbours and places of refreshment for our fishermen, would, of itself, more than justify the expenditure necessary for an expedition, to say nothing of the collateral advantages to be derived in the attainment of much useful knowledge, so highly to be prized by every enlightened mind.

Our interests in those seas have indeed become immense, and extend beyond all former example; for our whalers, sealers, and traffickers are pursuing their voyages in parts of the world where, a few years ago, it would have been adventurous for a discovery-ship.

The following statement from Mr. Reynolds, in answer to an inquiry addressed to him, shows the amount of our interests afloat among these islands at this moment:—
Sir: In answer to the inquiry contained in your note of the 25th ultimo, I send you a statement of the amount of tonnage and capital at 'this moment afloat,' and engaged in the spermaceti whale-fishery.

The document from which this statement is taken has recently been prepared with great care by very competent persons in Nantucket.*

The details comprise the names of the ships and barks thus employed, names of the masters, ports to which they belong, dates of departures, periods of absence, quantities of oil when last heard from, and tonnage of vessels, respectively, together with much other valuable information.

On inspecting this tabular statement, it is found that the whole number of ships engaged in this valuable branch of the fisheries is 273, of which 257 are now absent, viz.:

| From New Bedford | 94 |
| From Falmouth | 6 |
| Nantucket | 63 |
| Fairhaven | 14 |
| Bristol | 13 |
| New London | 9 |
| Hudson | 9 |
| Warren | 7 |
| Edgerton | 6 |
| Newport | 6 |
| Sag Harbour | 5 |
| Salem | 3 |
| Newburyport | 3 |
| Poughkeepsie | 2 |
| Portsmouth | 2 |
| Dartmouth | 2 |

And one from each of the following ports, viz.: Boston, Plymouth, Wareham, Rochester, Portland, Wiscasset, Fall River, Providence, Stonington, Newburgh, New York, and Wilmington, (Delaware). Sixteen ships only are in port, belonging as follows: To New Bedford, 7; Nantucket, 5; Fairhaven, Plymouth, Sag Harbour, and Edgerton, each one.

The aggregate tonnage of the 257 absent ships is nearly one hundred thousand tons. The number of seamen and navigators employed on board these vessels is not far from nine thousand.

* "Nantucket Inquirer."
This document furnishes a very careful estimate of the quantity of spermaceti oil imported into the United States during the year 1834. Since the first of January, there have arrived from the Pacific ocean fifty-five ships, viz.: Into the port of Nantucket, 11; New Bedford, 25; Plymouth, 2; Fairhaven, 6; New London, 2; Edgerton, 2; Sag Harbour, 2; Warren, 2; Falmouth, Bristol, and Hudson, each one. The cargoes of these ships average little more than two thousand barrels each; add to this quantity sixteen thousand barrels, estimated to have been brought from the South Atlantic ocean, making about one hundred and twenty-eight thousand barrels, and we have the entire quantity of spermaceti oil imported in the course of the last year. Of this quantity, seventy thousand five hundred and seventy-seven barrels were received at New Bedford, and the residue at Nantucket and other places.

Among the ships now abroad, there are thirty-one which sailed in 1831; seventy-three, 1832; eighty-eight, 1833; and sixty-five, 1834. The number of spermaceti whale-ships expected to arrive within the year 1835, may be set down at seventy, and their cargoes at one hundred and thirty-five thousand barrels, valued at more than three millions of dollars.

"Very respectfully, your obedient servant,

J. N. REYNOLDS.

Hon. Dutee J. Pearce."

In addition to all this information, your committee have availed themselves of a letter from one of our ablest and most experienced commanders, addressed to an honourable member of this house; and the liberal and practical views expressed, entitle the opinions of the writer to great weight.

"Charlestown, (Mass.) January 21, 1835.

"Dear Sir: In compliance with your request that I would communicate to you, in writing, my views on the subject of a
voyage of discovery to the South seas and Pacific ocean, I have to regret that the circumscribed limits of a letter will allow but little more than the simple expression of an opinion on a subject of so much national importance, and in relation to which so much might be said in detail.

"I have had some experience in the navigation of the less-frequented parts of the Pacific, at an earlier period of my life. During my late voyage in the Potomac, I have had an opportunity to add greatly to the knowledge acquired in former years. An expedition, fitted out for the purpose of improving our knowledge of the hydrography of those seas, has often been the subject of my reflections. As the representative of a district largely engaged in the whale-fishery, you must frequently have seen, from the reports of masters of vessels engaged in that business, accounts of new islands and reefs being frequently discovered, and which are either not laid down on the charts, or so erroneously marked that they can give no security to the mariner. It is probable that not less than five hundred of these islands and reefs have been marked with sufficient accuracy by our whalers, sealers, and traffickers, of one kind or another, to enable an expedition to examine the most important of them, without much loss of time in seeking their positions. This will enable the discovery-vessels to do more in less time than has probably ever been effected by a similar enterprise from any other country. Of the extent of our interest in those remote seas, I need not speak, as you are conversant with the subject; besides, the interest has been fairly represented by memorials to Congress. During the circumnavigation of the globe, in which I crossed the equator six times, and varied my course from 40° north to 57° south latitude, I have never found myself beyond the limits of our commercial marine. The accounts given of the dangers and losses to which our shipping are exposed by the extension of our trade into seas but little known, so far, in my opinion, from being exaggerated, would admit of being placed
in bolder relief, and the protection of government implored in stronger terms. I speak from practical knowledge, having myself seen the dangers, and painfully felt the want of the very kind of information in the guidance of a vessel in those seas which our commercial interests so much need, and which, I suppose, would be the object of such an expedition as is now under consideration before the committee of Congress to give. Indeed, the whole of this business, it seems to me, is a plain and practical affair. The commerce of our country has extended itself to remote parts of the world; is carried on around islands and reefs not laid down on the charts; among even groups of islands from ten to sixty in number, abounding in objects valuable in commerce, but of which nothing is known accurately; no, not even the sketch of a harbour has been made, while of such as are inhabited our knowledge is still more imperfect. It would seem to require no argument to prove, that a portion of our commerce might be rendered more secure, and probably greatly increased, by vessels sent, properly prepared, to examine such islands. There are also immense portions of the South seas, bordering on the antarctic circle, well deserving the attention of such an expedition, especially during the most favourable months of the southern summer. Islands discovered in that quarter will probably be found to yield rich returns in animal-fur. Indeed, discoveries of this kind have been recently made by some English whalers, supposed to be of great extent, the vessels having sailed along three hundred miles of coast lying south of the Cape of Good Hope. This may lead to other very interesting discoveries, which will probably be found, on further examination, to be a continuation of Palmer's Land, lying south of the South Shetland islands, or only separated from it by a narrow channel. Much might be said in favour of a speedy examination of this portion of the South seas; indeed, I hardly know where an expedition could go where it might not be
in the way of doing good; to say nothing of the credit our country would acquire in promoting such an enterprise.

"As to my opinion of the class of vessels best suited for such an expedition, I should unhesitatingly say: two brigs or barks, of two hundred tons each, and a tender, of from eighty to one hundred tons. A great many weighty reasons might be given to show, that if, in the same ratio, vessels were beyond this size, the chances of safety and extensive usefulness would be proportionably decreased.

"Very respectfully,

"Your obedient servant,

"JOHN DOWNES.

"Hon. John Reed, Mem. of Con."

In the conclusion of the report alluded to by the committee on naval affairs, dated February 10, 1828, (Rep. 209, 1st sess. 20th Cong.) Mr. Reynolds holds the following appropriate language:

"The opening of the ports in South America has already changed our course of trade in the Pacific greatly for the better, and will more and more benefit us, if we take care of our rights in those seas, and send a sufficient force to protect our commerce, which, no doubt, it will be the policy of our government to pursue.

"To look after the merchant there, to offer him every possible facility, to open new channels for his enterprise, and to keep a respectable naval force to protect him, is only paying a debt we owe to the commerce of the country; for millions have flowed into the national treasury from this trade, before one cent was appropriated for its protection.

"The naval commanders we have sent into the Pacific have done all that wise, active, and experienced men could do. They have not only taught the natives that we are a powerful people,
and could defend ourselves in that distant country as well as other nations, but those new states and empires which have arisen in South America have been shown that we could punish wrongs and enforce rights, and had the good of mankind, as well as our own prosperity, at heart. Power, judiciously exhibited, is the great peacemaker of the world; and a people whose institutions are not yet thoroughly established, as those in South America, want looking after with a steady eye. In attending to these duties, it is impossible for our naval commanders to explore those seas for the purpose of discovering new places. Their duty is to watch the old; and this is a sufficient task for any force we can send there.

"The whale-ships having a specific object in view, and generally under strict orders, cannot waste an hour in the business of discovery; nor can they, consistently with their duties, stop a day to explore and examine what they may accidentally discover. The Northwest-coast trader has also a specific object, and a more direct path than the whaler.

"It seems well understood, at this time, that it is for our interest and for our honour to be well acquainted with the capacities of the globe; to see what resources can be drawn from that great common of nations, the ocean. The enlightened statesman, therefore, surveys all parts of it with the view of opening new channels for commerce and trade; and he does not refuse to advance them by a present expense, when coupled with the certainty of a future and a greater good.

"No one who has reflected on the vast resources of the earth, 'which is our inheritance,' can doubt that a large portion of it contains many things which may be turned to good account by the enterprise and good-management of our people; and those are the true profit of commerce. The great mass of the intelligence of the country is for it, and is calling on the national legislature for aid in the undertaking.
"The states whose legislative powers have sanctioned it are represented on the floor of Congress by one hundred and twenty-nine members, to say nothing of the memorials from large cities and other places; and the aggregate of citizens of these states, near six millions.

"We have been an industrious, a commercial, and enterprising people, and have taken advantage of the knowledge of others, as well as of their trade; for, although our entrance and clearance, without looking at our immense coasting-trade, amounted to eight thousand seven hundred and sixty-six vessels, yet not one of those were sailed a mile by a chart made by us,* except we may suppose that the chart of George's banks may have been used by a few of the navigators of these vessels. We are dependant on other nations for all our nautical instruments, as well as charts; and, if we except Bowditch's Navigator, an improvement on Hamilton Moore's book of the same kind, we have not a nautical table or book in our navy, or among our merchantmen, the product of our own science and skill; and we are now among the three first commercial nations of the world, and have more shipping and commerce than all the nations of Europe had together when Columbus discovered this continent, but a little more than three centuries since; and our navy, young as it is, has more effective force in it than the combined navies of the world could have amounted to at that period. Out of the discovery of this continent, and a passage to the Indies, grew up the naval powers of Europe. On the acquisition of the new world, Spain enlarged her marine; France and England theirs, to hold sway with Spain; and that of the Netherlands sprang from the extent of their trade, connected with the wise policy of enlarging and protecting it.

"Our commercial and national importance cannot be supported without a navy; or our navy without commerce, and a nursery for

* That is, no chart has been made under the direction and at the expense of government.
our seamen. The citizens of Maine, of New York, of Georgia, of Ohio, and of the great valley of the Mississippi, are as deeply interested in the existence of our gallant navy, and the extension of our commerce, as they are interested in the perpetuity of our institutions and the liberty of our country. Indeed, liberty and commerce have been twin-sisters in all past ages, and countries, and times; they have stood side by side—moved hand in hand. Wherever the soil has been congenial to one, there has flourished the other also: in a word, they have lived, they have flourished, or they have died together.

"Commerce has constantly increased with the knowledge of man; yet it has been undergoing perpetual revolutions. These changes and revolutions have often mocked the vigilance of the wary, and the calculations of the sagacious; but there is now a fundamental principle on which commerce is based, which will lead the intelligent merchant and the wise government to foresee and prepare for most of these changes; and that principle consists in an intimate knowledge of all seas, climates, islands, continents, of every river and mountain, and every plain of the globe, and all their productions, and of the nature, habits, and character of all races of men; and this information should be corrected and revised with every season.

"The commercial nations of the world have done much, and much remains to be accomplished. We stand a solitary instance among those who are considered commercial, as never having put forth a particle of strength, or expended a dollar of our money, to add to the accumulated stock of commercial and geographical knowledge, except in partially exploring our own territory.

"When our naval commanders and hardy tars have achieved a victory on the deep, they have to seek our harbours, and conduct their prizes into port, by tables and charts furnished, perhaps, by the very people whom they have vanquished.

"Is it honourable to the United States to use for ever the
knowledge furnished us by others, to teach us how to shun a rock, escape a shoal, or find a harbour, and add nothing to the great mass of information that previous ages and other nations have brought to our hands?

"Tyre, Greece, Carthage, Venice, Florence, whose commerce has ceased, and whose opulence is gone for ever, have still left the historic glory of having shown succeeding ages the way to wealth, and honour, and power, by means of knowledge. The ancient commercial and naval monuments are theirs, and every niche of the modern temple of Neptune is filled by others—not ourselves. The exports, and, more emphatically, the imports of the United States, her receipts and expenditures, are written on every pillar erected by commerce, on every sea, and in every clime; but the amount of her subscription-stock, to erect these pillars, and for the advancement of knowledge, is nowhere to be found.

"To open new sources of traffic, and of commercial wealth, has gratified the pride, as well as the avarice of man, in every age; and the adventurous deeds by which this has been achieved, have been commemorated by every historian, poet, and even fabulist, in all past times; for the Argonautic expedition for the golden fleece, as given us by the poets and mythologists, is only in the form of a generous and munificent commemoration of the voyage of one who ventured much to open a new path to commerce, for the aggrandizement of his own country.

"We have been plundered by the English and the French, by Spaniards and Neapolitans, Danes, Norwegians, and the Barbary powers, while our commerce was extended everywhere, and protected nowhere. Some of these insults and depredations have been settled for, and others are quietly, but surely, approximating to a day of restitution or retribution. The spirit of the nation is aroused on these subjects, and can never sleep again: honour, justice, feeling, conscious of physical strength, all forbid it.
"Have we not, then, reached a degree of mental strength that will enable us to find our way about the globe without leading-strings? And are we for ever to take the highway others have laid out for us, and fixed with milestones and guideboards? Permit me to conclude, in humble imitation of the great discoverer of this continent to his patrons: We fear no storms, no icebergs, no monsters of the deep, in any sea; we will conduct ourselves with prudence, and discretion, and judgment; and, if we succeed, the glory and profit will be yours; if we perish in our attempts, we alone shall suffer, for the very inquiry after us will redound to your honour.

"J. N. REYNOLDS."

"Note.—Since I prepared the above answer to your letter of inquiry, I have examined the clear and impressive memorial from the town of Nantucket, which fully confirms every statement I have made in regard to the extent of the whale-fishery, although drawn from different sources. This memorial is not only clear and conclusive, as to the extent and value of this important business, but presents many other important facts. The memorial speaks the most emphatic language to every patriot and philanthropist, as well as to every legislator in our country, in the following quotation:—

"The great and increasing extent of the voyages now pursued by the trading and whaling ships into seas but little explored, and in parts of the world before unknown, has increased the cares, the dangers, and the losses of our merchants and mariners. Within a few years, these cruises have extended from the coasts of Peru and Chili to the Northwest coast, New Zealand, and the isles of Japan. This increase of risk has been attended by an increase of loss. Several vessels have been wrecked on islands and reefs not laid down on any chart: and the matter acquires a painful
interest from the fact, that many ships have gone into those seas, and no soul has survived to tell their fate.'

"This memorial, coming from an intelligent, hardy, and enterprising people, who have, for more than thirty years, carried on this fishery, so profitable to our country, without repining at any difficulties they have encountered, or without soliciting aid until the country was able to afford it, should, and will have, its effects on the representatives of the nation in Congress. National and individual interests they are bound to regard at all times; but I trust these claims will be more promptly attended to, when the additional facts are made known to them; and they are assured that many of our fearless navigators are now, probably, wasting a wretched existence on some desolate island, in these immense seas, waiting, in prayerful hope, that the generosity of the nation will be aroused to send in search of them, and that, in some distant day, they shall see their country and their homes, and be restored to the bosoms of their families and friends. They have read or heard that the French government sent expedition after expedition, to seek for Perouse and his missing vessels; and can they for a moment imagine, that those they had left at home are less generous and philanthropic than the people of France, or of any other nation? They cannot: for they will remember—and who can forget it?—that, in our days of small things, the whole country was in agitation by the captivity of a few American citizens, by the powers of Barbary, and the expense of liberating them was spontaneously proffered by the American people. And will not this same people be willing that the nation should do something to ascertain the fate of those enterprising navigators who are, probably, on some reef or island, sustaining life as they can?

"In this matter, every thing conspires to urge us forward at this time. The advantages of commerce to science and national
glory seem now to be sealed, and sanctified by the calls of humanity and imperious duty.

"I wish not to be importunate, nor do I fear that I am: for the accumulated weight of circumstances are above all argument or entreaty, as they strike the heart and the understanding at the same time.

"As these things came crowding upon my mind, I had nearly forgotten another important fact, which will be supported by the able and experienced representative of the district of which Nantucket makes a part; and that is, that there are more than one hundred and fifty islands, reefs, and shoals, known to our whalermen, not laid down in any chart. Around these islands, reefs, and shoals, are floating nearly forty thousand tons of shipping, engaged in a trade of great national concern, with an immense amount in property and lives, all of which are at the mercy of the winds and waves.

"If this be so—and who can doubt their honesty?—should they not be surveyed? The future safety of our mariners demands it; the advancement of commerce and our navigating interests demand it; the people demand it; and our national honour cannot suffer this fact to go abroad, and not carry with it the probability of some effort for future information and security.

"J. N. R."

"WASHINGTON, February 26, 1828.

"SIR: The committee on naval affairs, in the house of representatives, through their chairman, have recently addressed me a note, requesting my views of the character, value, and extent of our trade in the South seas and Pacific ocean.

"A reply to that letter is herewith enclosed for your perusal; and as you have recently been in the Pacific, on official duty, and have improved the favourable opportunity you had of acquiring
much useful information in relation to our important and growing commerce there, I would thank you to inform me, in writing, how far your own views extend in corroboration of the report I am about to submit to the consideration of the committee.

"Be pleased to accept the assurance of the high consideration with which I am, sir,

"Your obedient servant,

"J. N. REYNOLDS.

"To Captain THOMAS AP CATESBY JONES,
"United States Navy."

"WASHINGTON, February 23, 1828.

"DEAR Sir: I have received and read, with great satisfaction, the Memorial which you did me the honour to submit for my perusal. My recent cruise to the Pacific ocean, in the course of which I spent some time among the Society, Sandwich, and other islands, afforded me a good opportunity of seeing, in partial operation, most of the branches of commerce, the advantages of which you so clearly demonstrate in your address to the Committee on naval affairs.

"That there is a great field open for national enterprise in the region to which you have invited the attention of the American people, cannot be doubted; and I accord most heartily with you that such a voyage as you contemplate would open to our commercial, and, of course, national interests sources of great wealth, which cannot be brought into action without the protecting aid of government.

"That success may crown your most laudable exertions, is the wish of, sir,

"Your obedient servant,

"THOMAS AP CATESBY JONES.

"To J. N. REYNOLDS, Esq."

The committee, having thus fully presented the views and wishes of the memorialists, and noted the legislative action hitherto had upon the subject, deem it unnecessary to go into any prolonged arguments, in the conclusion of their report.

Other nations have deemed it wise to protect their fisheries, at all hazards, and by heavy expenditures. Some have sent out voyages of discovery, that had little or no commerce to be benefited. Previous to the year 1770, the English, in their strenuous efforts to compete with the Dutch in the Northern whale-fishery, had paid, in bounties, not less than three millions of dollars; and down to the year 1786, the aggregate amount of bounty paid was not less than six millions three hundred and thirty thousand dollars.

The American fishermen have received no bounty, and they are now pursuing their avocation in seas beyond the reach of ordinary protection. That places of refreshment may be examined, new channels of trade opened, and dangers pointed out, seems not only reasonable and just, but called for by considerations of public interest; and it is believed that this can be best accomplished by sending out small vessels expressly provided for this duty; while the demand on the public treasury will be small, compared with the good which may be accomplished.

In like manner, in addition to the specific objects to be attained by an expedition, many collateral advantages may be secured to the whaler and trafficker in the Pacific, and the sealer in the higher latitudes south.

While your committee, in coming to their conclusion in favour of recommending an expedition such as has been prayed for by the memorialists, have been influenced solely by commercial views, and place the policy of the measure solely on these grounds, they are not indifferent to the valuable fund of knowledge which may be gathered during the voyage, and which, properly analyzed and written out, may be interesting, not only to the American people, but to the whole civilized world.

Your committee therefore report a bill.
March 21, 1836.—Mr. Southard, from the Committee on N. Affairs, made the following report:—

The Committee on Naval Affairs to whom was referred a memorial from sundry citizens of Connecticut, interested in the whale-fishery praying that an exploring expedition be fitted out to the Pacific ocean and South seas, report:—

THAT the subject of this memorial, in the opinion of your committee, merits immediate attention, and the exercise of an enlightened liberality on the part of Congress. The whole of the facts and reasoning upon which this opinion is founded, cannot be embraced within the ordinary limits of a report, and the committee, therefore, content themselves in the discharge of their duty, by a reference to a few historical facts, and an allusion to some of the arguments which have satisfied their own minds that it is wise and expedient to provide, by law, for an exploring expedition to the Pacific ocean and South seas.

Such an expedition has been an object of solicitude with a large number of intelligent and enterprising citizens, for many years past, and has been repeatedly urged upon the attention of Congress by petitions and memorials from those whose interests were most directly concerned—by resolutions and other expressions of opinion of legislative bodies and assemblies of citizens in several of the states, and by reports from the Navy Department and messages from the Executive of the United States.
Eight years since this subject was examined by a committee of the House of Representatives, and specially referred to the consideration and attention of the Navy Department. That department had looked with anxiety to our commerce in the Pacific, and required from our naval officers such reports respecting its extent and condition, as might be a safe guide in discharging the obligation of the government to protect it. These reports confirmed the views which had been previously entertained, and prepared the department to urge the measure upon the favourable consideration of Congress.

At the subsequent session renewed attention was paid to it, and a bill was proposed, but did not become a law. In consequence of its failure, two resolutions were passed by the House, declaring it expedient that one of the small public vessels be sent to the Pacific ocean and South seas, to examine the coasts, islands, harbours, shoals, and reefs, in those seas, and to ascertain their true situation and description; and requesting the President to send such a vessel and afford such facilities as might be within the reach of the Navy Department, to attain the objects proposed, provided it could be done without prejudice to the general interest of the naval service, and without further appropriations during the year. Suitable attention was paid to the duty assigned by these resolutions, and what had been done communicated to Congress at the subsequent session, at which a bill passed one house of Congress to carry the object into execution, but was lost by causes which it is not now necessary to explain.

From that period until the last session, there was no important movement or action upon the subject. At that time a committee of the house, after full inquiry, made a report in favour of the expedition, which is worthy the attention of those who desire to form a well-advised opinion upon the measure proposed.

The committee think it proper to annex to their report, as a
part thereof, and for the better illustration of the subject, the several reports and other documents to which they refer.

The duty of Congress to extend, secure, and protect every portion of our commerce, has long since ceased to be matter for debate. There is but one opinion upon that point. This duty becomes more imperative, in proportion to the value of any particular portion, and the difficulties and dangers to which it is subjected.

No part of the commerce of this country is more important than that which is carried on in the Pacific ocean. It is large in amount. Not less than $12,000,000 of capital are invested in and actively employed by one branch of the whale-fishery alone; and in the whole trade there is, directly and indirectly, involved not less than fifty to seventy millions of property. In like manner from 170 to 200,000 tons of our shipping, and from 9 to 12,000 of our seamen are employed, amounting to about one tenth of the whole navigation of the Union. Its results are profitable. It is, to a great extent, not a mere exchange of commodities, but the creation of wealth, by labour, from the ocean. The fisheries alone produce, at this time, an annual income of from five to six millions of dollars; and it is not possible to look at Nantucket, New Bedford, New London, Sag Harbour, and a large number of other districts upon our Northern coasts, without the deep conviction that it is an employment alike beneficial to the moral, political, and commercial interests of our fellow-citizens.

It is a nursery for seamen for which no substitute can be found; eminently fitted to form precisely such men as the nation requires for times of trial and struggle. The voyages are long; every climate is encountered; every sea, calm or tempestuous, is traversed, and a discipline and subordination enforced, which create a class of men unsurpassed, if they are equalled, by any who have ever made the ocean their dwelling-place. They are adventurous and persevering—hardened by toil and danger—bold, watchful, and skilful. If the encouragement and protection of government
should be extended to any portion of our citizens, these have claims which cannot be overlooked. It is to this view of the subject that the Committee on Naval Affairs have directed their most anxious attention.

The commerce of the Pacific may be greatly extended in all its departments. Of the rapidity of its growth there is abundant evidence in the records of the departments of our government, and the theatre for its enlargement is most ample; but it requires aid and encouragement.

No part of our commerce is so much exposed to hazard and peril. That portion of the globe is less known, and the ocean more filled with dangers than any other that our seamen visit. There are hundreds of islands, reefs, and shoals, unmarked upon any chart, and unknown to common navigators. Their location, situation, facilities for commerce, are yet to be explored and exhibited to the world. Many of those islands are inhabited by savages, who render access to them dangerous, and whom it is the duty of the government to conciliate. The loss of property and life in that region has been immense. The committee refer to the accompanying documents to illustrate some of the facts upon these points; and they do not hesitate to believe that an examination of them will satisfy the senate of the policy and necessity of the measure which they propose.

But the committee have also been influenced by other considerations, connected with the duty which the government and the nation owe to its own character, and the common cause of all civilized nations—the extension of useful knowledge of the globe which we inhabit. Every other nation, which possesses either a commercial or military marine, has made contributions to this knowledge, which have benefited the rest of mankind, and given to themselves the most enviable of all kinds of national glory; and, by unanimous consent, those who are engaged in it are freed from the perils of war, and receive, even from the hands of enemies,
protection, countenance, support; a homage paid by Christian nations to science, knowledge, and civilization. It is, in truth, an employment of peace and humanity.

Enterprising, beyond all others, as our own citizens are, much as they have individually given to this cause, the nation and government have yet contributed nothing. The committee believe that this state of things should no longer exist, but that an effort should now be made on a scale commensurate with the value of the object. And they look to the Pacific ocean and South seas as the proper theatre for exertion. They are less known than other portions of the great deep; they are filled with more difficulties and dangers; greater and more splendid and profitable results may be anticipated there than elsewhere; and the theatre is peculiarly our own, from position and the course of human events. Christian and civilized Europe, in the spirit of discovery and enterprise, gave our continent to the world; we may repay them, in part, by a more accurate knowledge of the still unexplored regions of the southern hemisphere.

The committee recommend an expenditure which shall be entirely equal to the importance of the enterprise, and afford the best security for success, and for those practical results which shall be most honourable and useful. The expedition should be naval in its character; a portion of the means under the control of the Navy Department should be applied to it, and it should be fitted out and conducted under its auspices. The committee think it ought to consist of two vessels of about two hundred tons burden, for exploration; one, of about one hundred tons, as a tender; and a store or provision ship of competent dimensions; and these accompanied by a sloop of war, to afford protection, and secure peaceful and friendly relations with the inhabitants of the islands. The smaller vessels may either be purchased, or built of materials which are in our navy yards, and a large proportion of the expense may be met by our naval means and facilities, without the slight-
est encroachment upon the interests of the service. It should be attended, also, by naval officers and citizens well qualified in the appropriate departments of science, to bring back the most accurate results of the examinations which may be made.

But the committee do not think it necessary or expedient to prescribe, in the law which may be passed, either the dimensions or the character of the vessels, or the number and qualifications of the persons who shall be employed; nor can they exhibit, by precise estimates, the exact sum which shall be expended. These are matters which must, to some extent, be left to the discretion of the Executive, who will carry the will of Congress into execution. If the amount which shall not be exceeded be fixed by the law, no possible evil can result. Every imaginable motive which can influence the preparation for, and prosecution of, the proposed enterprise, will be on the side of economy and efficiency.

The Committee report a bill to authorize an expedition
REPORT, AMENDMENTS, AND FINAL PASSAGE OF THE BILL, AUTHORIZING THE SURVEYING AND EXPLORING EXPEDITION TO THE PACIFIC OCEAN AND SOUTH SEAS.

The Committee on Naval Affairs in the senate were unanimous in their report, made March 21, 1836. The committee was composed of the

Hon. Samuel L. Southard, of New Jersey, chairman
Hon. N. P. Tallmadge, of New York,
Hon. John Black, of Mississippi,
Hon. Asher Robbins, of Rhode Island,
Hon. Alfred Cuthbert, of Georgia.

The following abstract, taken from the journal of the senate and house of representatives, will afford a concise history of the passage of the bill through both branches of congress.

IN SENATE, March 21.

Mr. Southard, from the Committee on Naval Affairs, to whom was referred a memorial from sundry citizens of Connecticut, interested in the whale fishery, praying that an exploring expedition may be fitted out to the Pacific Ocean and South Seas, made a report, accompanied by a bill, to provide for an exploring expedition.

The bill was read, and passed to the second reading.
Ordered, That the report be printed, together with the accompanying documents.

Ordered, That the Committee on Naval Affairs be discharged from the further consideration of the memorial of Edmund Fanning.

In Senate, April 26.

On motion by Mr. Southard, the senate proceeded to consider, as in Committee of the Whole, the bill making appropriations for the naval service for the year 1836; and, after progress, on motion by Mr. Calhoun,

Ordered, That it lie on the table.

April 27.

On motion by Mr. Southard, the senate resumed, as in Committee of the Whole, the consideration of the bill, entitled "An act making appropriations for the naval service for the year 1836," together with the amendments reported thereto; and the bill having been amended, it was reported to the Senate.

On the question to concur in the following amendment, viz: section one, lines seven and eight, strike out "one million nine hundred and seventy-four thousand one hundred and seventy-eight dollars and ninety-one cents," and insert "two millions four hundred and ninety-two thousand and forty dollars and forty-one cents." It was determined in the affirmative—yeas 37, nays 5.

On motion by Mr. Hill, the yeas and nays being desired by one-fifth of the senators present, those who voted in the affirmative, are: Messrs. Benton, Black, Brown, Buchanan, Clayton, Cuthbert, Davis, Ewing of Illinois, Goldsborough, Grundy, Hendricks, Hubbard, King of Alabama, Knight, Leigh, Linn, McKeen, Mangum, Morris, Nicholas, Niles, Porter, Prentiss, Preston, Rives, Robbins, Robinson, Ruggles, Shepley, Southard, Swift, Tipton, Tomlinson, Walker, Webster, White, Wright.

Those who voted in the negative, are: Messrs. Ewing of Ohio, Hill, King of Georgia, Moore, Naudain.
The other amendments being concurred in, on the question, "Shall the amendment be engrossed, and the bill read a third time?" It was determined in the affirmative—yeas 41, nay 1

On motion by Mr. Hill, the yeas and nays being desired by one-fifth of the Senators present, those who voted in the affirmative, are: Messrs. Benton, Black, Brown, Buchanan, Calhoun, Clayton, Cuthbert, Davis, Ewing of Illinois, Ewing of Ohio, Goldsborough, Grundy, Hendricks, Hubbard, King of Alabama, King of Georgia, Knight, Leigh, Linn, McKean, Mangum, Moore, Morris, Naudain, Nicholas, Niles, Porter, Prentiss, Preston, Robbins, Robinson, Ruggles, Shepley, Southard, Swift, Tipton, Tomlinson, Walker, Webster, White, Wright.

Mr. Hill voted in the negative. So it was

Ordered, That the amendments be engrossed, and the bill read a third time.

This bill (No. 53) originated, as is usual, in the lower house, and contained provisions for the naval service for the year 1836. To it, various amendments were made in the senate, the last of which provided for the expedition, and was as follows:

And be it further enacted, That an exploring expedition to the Pacific Ocean and South Seas be, and the same is hereby, authorized and directed; and that the President of the United States be, and he is hereby, authorized to prepare and send out for that purpose a sloop of war, and to purchase or provide such other smaller vessels as may be necessary and proper to render the said expedition efficient and useful.

And be it further enacted, That the use of so much of the appropriations for the support of the navy, and of the means and facilities under the control of the Navy Department, as may be necessary and proper for that object, be, and the same is hereby, authorized; and, in addition thereto, the sum of one hundred and fifty thousand dollars be, and the same is hereby, appropriated, out of any money in the treasury not otherwise appropriated.
The amendments of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service for the year 1836," were read, and referred to the Committee on Naval Affairs.

May 4.

Mr. Jarvis, from the Committee on Naval Affairs, to which were referred the amendments of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service of the United States for the year 1836," reported the same with amendments.

Ordered, That the said amendments be committed to the Committee of the whole House on the state of the Union.

A motion was then made by Mr. Jarvis, that the house do resolve itself into a Committee of the whole House on the state of the Union, for the purpose of proceeding in the consideration of the amendments of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service for the year 1836."

A motion was made by Mr. Vinton, that the house do adjourn. And the question being put, it was decided in the negative—yeas 59, nays 78.

The question was then put on the motion made by Mr. Jarvis; when a quorum did not vote.

A motion was then made that the house do adjourn; which was decided in the negative.

And the question was again put on the motion made by Mr. Jarvis; when a quorum did not vote.

And then the house adjourned (at five o'clock P.M.) until tomorrow, ten o'clock in the forenoon.

May 5.

The house, by consent, resolved itself into a Committee of the whole House on the state of the Union; and, after some time spent therein, the Speaker resumed the chair, and Mr. Mann, of New York, reported that the committee had, according to order,
had the state of the Union, generally, under consideration, particularly the amendments of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service of the United States for the year 1836," and that the committee had agreed to the first, third, fourth, tenth, twelfth, and thirteenth of said amendments, with an amendment to each; that the committee had agreed to the second, fifth, sixth, seventh, ninth, and eleventh, without amendment; and that the committee had disagreed to the eighth of the said amendments.

The house then proceeded to the consideration of the amendments of the senate to the said bill; when the second, fifth, sixth, seventh, ninth, and eleventh were concurred in; and the amendments reported from the Committee of the whole House on the state of the Union, to the first, third, fourth, tenth, and twelfth of said amendments, were concurred in by the house; and the said amendments were then agreed to as amended.

The house then concurred with the Committee of the whole House on the state of the Union, in its disagreement to the eighth amendment of the senate to the said bill.

And the question recurred on concurring with the Committee of the whole House on the state of the Union, in its amendment to the thirteenth amendment of the Senate.

And after debate, the hour fixed by the order of the 1st of April, for the consideration of bills relating to the District of Columbia, arrived; when a motion was made by Mr. Cambreleng, that the house do continue the consideration of the business before it, and that Saturday next be appropriated exclusively to the business of the District of Columbia; this motion was disagreed to by the house.

A motion was then made by Mr. Cambreleng, that the rules in relation to the priority of business be suspended, and that the execution of the special order for bills relating to the District of Columbia be postponed during this day, and that the house do continue the consideration of the amendments of the senate to the
bill (No. 53) making appropriations for the naval service for the year 1836.

A motion was made by Mr. Mercer to amend this motion, by adding thereto as follows: "And that Monday next, after twelve o'clock, be assigned for business relating to the District of Columbia."

A motion was made by Mr. Graves to amend this motion to amend, by striking out "twelve o'clock," and inserting "one o'clock:" this amendment was disagreed to.

And the question was put on the motion to amend made by Mr. Mercer, and was decided in the negative.

The question was then put on the motion made by Mr. Cambreleng, when there appeared — yeas 114, nays 68. Two-thirds not voting in the affirmative, the motion was lost.

The house then, in execution of the order of the 1st of April, resolved itself into a Committee of the Whole House on the bill from the senate (No. 112) entitled "An act for the relief of the several corporate cities of the District of Columbia."

May 9.

The house resumed the consideration of the amendments of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service for the year 1836."

The question recurred, that the house do concur with the Committee of the whole House on the state of the Union, in its amendment to the thirteenth and last of the said amendments of the senate: and being put, it passed in the affirmative.

The said thirteenth and last amendment, as amended, is as follows: — Strike out all of the two additional sections added by the senate after the word "enacted," in the first of said additional sections, and insert as follows: "That the President of the United States be, and he hereby is, authorized, if in his opinion the public interest shall require, to send out a surveying and exploring expedition to the Pacific Ocean and South Seas; and for that purpose
to employ a sloop of war, and to purchase or provide such other smaller vessels as may be necessary and proper to render the said expedition efficient and useful. And for this purpose, the sum of one hundred and fifty thousand dollars be, and the same is hereby, appropriated out of any money in the treasury not otherwise appropriated; and in addition thereto, if necessary, the President of the United States is authorized to use other means in the control of the Navy Department, not exceeding one hundred and fifty thousand dollars, for the objects required."

And on the question, that the house do agree to the said amendments, as amended, it passed in the affirmative—yeas 92.

The yeas and nays being desired by one-fifth of the members present, those who voted in the affirmative are,

Mr. John Quincy Adams Mr. Hiram P. Hunt Mr. George W. Owens
Jeremiah Bailey Adam Huntsman James Parker
Andrew Beaumont Joseph R. Ingersoll William Patterson
William K. Bond Samuel Ingham Franklin Pierce
Nathaniel B. Borden William Jackson Ebenezer Pettigrew
Mathias J. Bovee Henry F. Janes Lancelot Phelps
George N. Briggs Daniel Jenifer Stephen C. Philips
Andrew Buchanan Benjamin Jones David Potts, jr.
John Calhoun Andrew T. Judson John Reed
William B. Calhoun William Kennon John Reynolds
Churchill C. Cambreleng Daniel Kilgore Joseph Reynolds
George Chambers George L. Kinnard Ferdinand S. Schenck
Thomas Corwin Amos Lane William B. Shepard
John Cramer Gerrit Y. Lansing William N. Shinn
Joseph H. Crane John Laporte Nicholas Sickles
Caleb Cushing Abbott Lawrence Jonathan Sloane
Edward Darlington Gideon Lee David Spangler
Ulysses F. Doubleday Joshua Lee William Sprague, jr.
Horace Everett Levi Lincoln Bellamy Storer
John Fairfield Henry Logan Joel B. Sutherland
Dudley Farlin Francis S. Lyon John Taliaferro
Samuel Fowler William Mason Francis Thomas
Rice Garland Moses Mason, jr. Isaac Toucey
Francis Granger Samson Mason Aaron Vanderpoel
George Grennell, jr. Jonathan McCarty Samuel F. Vinton
Elisha Haley Thomas M. T. McKennan Daniel Wardwell
Thomas L. Hamer Isaac McKim George C. Washington
Samuel S. Harrison Charles F. Mercer Joseph Weeks
William S. Hister Jesse Miller Elisha Whitlesey
Samuel Hoar John J. Milligan Thomas J. Whitlesey
Elias Howell Matthias Morris

There were sixty votes in the negative; some, as alleged, because they had not time to make themselves sufficiently acquainted
with the merits of the measure in detail; others, because they considered that the government had the power to keep a portion of our vessels thus employed, without any special act on the part of congress. It would be unjust, therefore, to put down, as opposed to the expedition, all those who voted in the negative.

In all legislative bodies, a great deal occurs which never becomes matter of record. It was so in this instance. The bill, with amendments from the senate, had been referred to the Committee on Naval Affairs in the house. The sections providing for the expedition, it will be seen, were so altered by that committee, as to leave the whole matter to the discretion of the executive. The friends of the measure adopted this modification, though much opposed to it in form. They had no apprehensions of the object being defeated, on account of its being left to the discretion of the executive. They knew our interests required the expedition; and that was a sufficient guaranty that it would be sent.

It was late in the afternoon of the 4th of May, when the amendment was taken up. Considerable opposition was manifested. The whole appropriation for the naval service was now suspended on this item, and many public considerations required its passage with the least possible delay. A delay of some ten days did occur. It were easy to show, however, that the friends of the expedition were not responsible.

For the avowed object of expediting business, a motion was now made to strike out the clause providing for the expedition. Mr. Vinton, of Ohio, was the first to take the floor in opposition to this motion. Messrs. Hamer, Storer, and others of the same delegation, were on their feet at the same time, against the motion to strike out, and in favour of the expedition. It was now apparent that a full discussion was inevitable; so the house adjourned.

Business connected with the District next came up as special orders of the day, and occupied the house until the 9th of May, when the subject of the expedition was again taken up. An
animated discussion followed; the more interesting, as it embraced the whole merits of the question.

Messrs. Hawes, of Kentucky, Patton, of Virginia, and Dickerson, of New Jersey, spoke against the bill. Their speeches have not been reported.

Messrs. Vinton and Hamer, of Ohio, and Messrs. Reed and Philips, of Massachusetts, spoke in favour of the measure. The speeches of Messrs. Vinton and Philips have not been reported. The first was concise, but decisive, and much to the point; the latter was more elaborate, and evinced great familiarity with our commercial interests in the Pacific Ocean and South Seas. That of Mr. Reed was such as might have been expected from the representative of a district largely engaged in the whale fishery. Mr. Hamer addressed the house at length.

"He said he concurred, to a great extent, in the views of the gentleman from Virginia, (Mr. Patton,) who had just taken his seat. He was of opinion, and had so expressed himself the other day when this subject was before the house, that each department of the government ought to act independently, and upon its own responsibility. Each branch, whether legislative, executive, or judicial, ought to manfully meet and settle every question presented to it, without attempting to shrink from its duty, or to shift responsibility from its own shoulders upon any other department. The senate had thus acted in reference to this subject, whilst the amendment now proposed by the Committee on Naval Affairs of this house referred the whole question to the discretion of the President of the United States. He had as much confidence in the wisdom, intelligence, and patriotism of the Chief Magistrate as any gentleman; but he thought we ought to decide this question ourselves. He, therefore, preferred the original amendment of the senate to the modification of our committee. He had, however, conversed with several friends of the appropriation, who seemed inclined to acquiesce in the present amendment, and he
should so far yield to their wishes, as not to interpose any strenuous opposition to the views of the Naval Committee. If a majority of the house were disposed to adopt it in this shape, he would not insist upon the original proposition.

"He was the more inclined to yield to this amendment, because he believed the effect would be precisely the same. The expedition would be sent out, under either provision. The last seven years had shown, that under no previous administration had maritime interests been more kindly cherished and thoroughly protected than they had been under the care of the enlightened and patriotic chief who now presided over the executive department of our government. He, who had been always alive to the interest and honour of his country, would be neither insensible to the advantages of this expedition, nor slow in the execution of a trust reposed in his discretion.

"This measure had been objected to, as novel and extraordinary in its character. Gentlemen had not examined the subject, he thought, who made these objections. Almost every nation in Europe had, at one time or other, sent out similar expeditions. France, England, Russia, and Prussia, as well as several of the secondary nations of Europe, had authorized such expeditions. He would go no further back than the voyage of Christopher Columbus, who had three hundred years ago discovered a new world, and conferred such important benefits upon the whole human race. His was by no means the first voyage of the kind; but from that day down to the present, similar expeditions for discovery, exploration, and survey, both by sea and land, had been set on foot, by the civilized nations of the old world, and had, in almost every instance, resulted most beneficially, not only to the authors, but to the whole family of nations. The information thus acquired was thrown into the common stock. It was published for the benefit of all; and no nation was more ready to seize upon the results of these discoveries, and turn them to its own advan-
tage, than ourselves. It was known to every man who had examined the subject, that our mariners were navigating the ocean, almost exclusively, by the aid of charts furnished us by foreigners. The immense amount of wealth daily flowing into our country from foreign commerce, owed its security, amidst the dangers of the great deep, to the information we had derived from the explorations and surveys made by others, in former times, as well as in the present age. The expedition was not novel, therefore, nor was it at all extraordinary.

"It had been pronounced a visionary project, and one gentleman had compared it to an expedition to the moon. He was surprised to hear gentlemen indulge in the use of such language. They surely had misapprehended the meaning of the term "exploration," as used upon this occasion. The expedition, so far from being visionary, was one of the most practical kind that could well be imagined. It was sent out, not so much to discover new islands and continents, as to explore and examine those which were already known. It was, in a great measure, to collect information, and embody it in such a form, as would enable our hardy and enterprising countrymen to navigate those seas, and to prosecute their labours in safety. If any gentleman, who entertained such opinions, would look into the documents upon our tables, connected with the subject, he would be convinced that it was one of the most practical affairs that had been proposed during the present session of congress. It had been asked for by practical men, and recommended by many who had themselves sailed in those seas, and were personally acquainted with the imminent perils which had to be encountered in such voyages. These men were not likely to be carried away by wild and visionary schemes; and when the measure had their decided approbation, it would be well for gentlemen to pause before they gave it an unqualified denunciation.

"Some gentlemen seemed to question our constitutional authority to send out this expedition. He had no doubts upon that subject.
The power was to be found in that clause of the constitution which allows us to regulate commerce with foreign nations and among the several States. It was under that clause of the constitution, he said, that we now had Mr. Hassler, with his splendid apparatus and scientific corps, engaged in surveying the whole maritime coast of the nation. No one doubted our authority to do this; and the most important and useful results were likely to follow the surveys. Among others, he would name the recent discovery of a channel at the city of New York, about two feet deeper than any one known to the oldest inhabitants, or to the most experienced and skilful pilots upon that coast. It was under this clause of the constitution those surveys were progressing; and if we had a right to survey and note upon charts the channels, the rocks, quicksands, and islands along our own coast, because our vessels were engaged in navigation among these dangers, why could we not make similar examinations, with the same object, in any seas which were frequented by our vessels? In principle, there was no difference. The safety of our commerce was the object in each case, and the mode of affording that safety was not varied.

"We had never sent out such an expedition upon the ocean, although our public vessels were instructed to collect all such commercial information as might fall within the range of their observation, and to preserve it for the public benefit. But we had had several such by land, to the great interior of this continent. Every gentleman would recollect the expedition of Lewis and Clarke to the Rocky mountains. What was the object of that expedition? It was to acquire information with regard to an unknown region of country; to open an intercourse with the natives; to ascertain the natural resources of the country, and to promote the interests of science. By reference to the instructions which were drawn up by Mr. Jefferson himself, it would be seen that they were to notice the soil and face of the country; its
vegetable productions, especially those unknown in the United States; and the present races of animals, as well as remains or accounts of those supposed to be extinct, were deemed worthy of observation. The mineral productions of every kind were to be noted; limestone, coal, saltpetre, salines and mineral waters, remarking the temperature and character of the latter, were all commended to their notice. To these were added volcanic appearances, climate, and the proportions of clear and cloudy weather; rain, hail, snow, ice, and frost, at different seasons; particular birds, reptiles, and insects; and the latitude and longitude of important places.

"They were further instructed to hold intercourse with the natives, and to impress them with the position, extent, character, peaceable and commercial dispositions of the United States, and of our inclination to hold friendly intercourse with them.

"Such were the directions given by that great and good man, Thomas Jefferson. The expedition which he sent out was exactly such a one as we now propose to send, except that one went into a wilderness almost entirely unknown to our people, and the other was to go into seas that were partially known to them, it is true, but whose rocks and reefs were not known, either to our navigators, or to those of any other nation. The instructions to Long, in 1822, were similar to those given to Lewis and Clarke. Indeed, Mr. Monroe refers to the instructions given to them, and directs Major Long to be governed by them in his tour. The expedition of Mr. Featherstonhaugh, the geologist, sent out to Arkanas during the last year by our government, was instituted for similar purposes.

"The practice of the government had therefore given a construction to the constitution, such as we now claimed for it. The right to make these explorations, both by sea and land, had been claimed and exercised in numerous instances, and the authority to make them could not well be doubted. At this moment, whilst we were discussing the question, Mr. Hassler was executing charts from the
materials he had collected along our coast during the past summer, and it would be a most singular position to assume, that, although we could require him to survey and note all the reefs and islands within sight, or within one hundred miles of our coast, because the commerce of the country was carried on through this space, yet we could not send him, for the same purpose, to another part of the ocean, equally occupied by the public armed and private merchant vessels of the United States. The ocean was the common property of all nations; and each had an equal right to navigate its waters. Every part of the ocean was within our jurisdiction; and we had the same authority to make surveys in the South Seas, that we had to make them along our own coast. Wherever the commerce of the country now exists, or is likely to be extended, we have the right to send protection and information. It is for these purposes that we annually send vessels and squadrons into the Mediterranean and other seas, bearing the national colours, and demanding national respect. How, then, could a distinction be drawn between this case, and one which limits the surveys to our own shores? Such a position was wholly indefensible; and he would dismiss this branch of the subject without any further remarks.

"If we had the power, then, to send out the expedition, let us inquire if it be expedient to do so. Who is to be benefited by it? What portion of the country desires it? If the interest of any considerable class of individuals require it; or if it be necessary to any considerable portion of our common country, having the power and the means to accomplish it; we ought to do it without hesitation. We owe protection to all classes of our citizens, and to every part of our country; and this protection should be afforded, not only freely and impartially, but it should be extended to each one according to his own peculiar wants and condition.

"He did not believe with some gentlemen, that one great object of an American statesman was to get as much money as possible
out of the public treasury, to be expended in his own region or country, or among his constituents. That principle would render our legislation little else than a pitiful scramble for the public money. On the contrary, he viewed this great republic as one and indivisible. He did not look forward to a day when it would be split up into a number of confederacies; and, in anticipation of such an event, busy himself to get as much as possible of the common funds appropriated to his section of the country, in advance. He held that no man, or set of men, could dissolve this Union. The great mass of the American people were devoted to it, and they would not permit its dissolution. He did most solemnly believe, that if it were dissolved to-day, in less than three months the people would have another constitution formed, and in full operation; and they would politically destroy any man or set of men who should attempt to prevent the reunion. The country was made to be united; the people felt it to be their interest to remain so; and he would repeat what he had before said, that this country was one and indivisible; and would remain so for generations to come, in spite of all the efforts of selfish, designing, or disaffected politicians to seduce the people from their allegiance, or to weaken the attachment they owed to their common country. Viewing things in this light, he had uniformly voted for whatever appeared to him to be required in any part of the country. Appropriations often seemed to be of local character, and were so in some respects; yet, when properly considered, they were of national character and of general utility. Thus, a custom-house in Baltimore, New York, or Boston, belonged as much to him and his constituents, as it did to the persons who resided in those cities, or to the gentlemen who represented them on that floor. They were necessary to aid in the collection of the revenue, which supported the government; and they were placed at those particular points, because it was most convenient for the commercial community, and for the whole people, that they should be thus located.
So of navy yards, light-houses, forts, arsenals, dock yards, and harbours. They were all national; they belonged to his constituents as much as to any one else; and he voted for their construction and improvement with the same cheerfulness and liberality that he voted for an appropriation to remove obstructions from the great rivers in the Mississippi valley, to improve the harbours upon the great inland seas of the north-west, or to fortify and defend the western and south-western frontiers. When he voted for such appropriations for the Atlantic coast, he did not feel that he was making a donation to the states and cities on this side of the mountains; nor did he believe that any liberal-minded statesman along the seaboard thought, when he voted for expenditures beyond the mountains, that he was giving away money to the West. Such views were narrow and illiberal. The only true rule was, to give whatever the public interest required, at any and at every point, interior and exterior. There could then be no just cause of complaint; and the industry and enterprise of the people, aided by such appropriations, would produce general happiness and prosperity throughout all our borders.

"Recurring then to the question propounded, what interest was it that required this expenditure? According to the best information he had been able to collect, the capital invested in the whale and seal fisheries alone, in those seas, amounted to some fifteen or twenty millions of dollars. The number of vessels was not less than four hundred; constituting one-tenth of the whole tonnage of the United States. The number of seamen employed in this service was at least ten thousand. The annual value of the trade was probably six or eight millions, which was so much wealth extracted from the ocean by the enterprise of our people, and added to the common stock of the whole nation. This capital, and these men, deserve protection. The exposure is uncommonly great in these seas. They abound with shoals, rocks, and islands, not known to navigators, because they are not recorded upon any
chart now in existence; whilst many of those which are marked, are so incorrectly placed, that they mislead the sailor, who suddenly finds himself shipwrecked in an unknown sea, far from the haunts of civilized man, and destined to become a prey to the cruel and remorseless savages who inhabit the islands; or to endure all the horrors of starvation upon some steril rock which lifts its head above the surface of a boundless sea.

"Such catastrophes were of frequent occurrence. The loss of property and life in those regions had been immense. Still it did not deter our people from their employments; they met every danger and encountered every peril, in pursuit of the monsters of the deep; and it was hard, that whilst every other class of our population were protected by the government, such men as these should be neglected. He trusted it would no longer be so. There was one point of view in which this subject deserved our most serious consideration. The fisheries were the great nurseries of American seamen; and when war overtakes us, these were the very men upon whom we must rely to fight our battles upon the ocean. They were as ready to brave the roar and carnage of an enemy's broadside, or to wield the boarding pike under the star-spangled banner, as they were to pursue their mighty game amidst the dangers and perils of the great Pacific Ocean. Whether we considered their condition in peace or in war, they were a most useful and meritorious part of our citizens, and deserved the favour and protection of the government. Our seamen, who were engaged in the cod fisheries, had long been protected by the bounties allowed them upon the exportation of the produce of their labours; but no such provision had ever been extended to these men. He saw no reason for such a distinction; but it was to be hoped they would at least be aided by an improved chart of the theatre of their operations, and a demonstration of our power in those seas, which would make an impression upon the savages favourable to the future security of our mariners.
"Some gentlemen appeared to consider this an eastern measure. It was not so. The west had a deep interest in it. It was well known to all who resided in the great grain-growing states of the interior, that our principal difficulty was to find a market for the surplus productions of our fertile soil. Every thing that could supply the wants of man, that constituted the necessaries of life, grew up almost spontaneously, in the greatest abundance. But we had no market. We were continually racking our invention to find new and increased demands for our produce, and to open new avenues to the seaboard, so as to lessen the cost of transportation, and to increase competition among purchasers. This trade, which we now propose to foster, is daily increasing, and it furnishes a market already for a large amount of our surplus produce. This fleet of four hundred vessels could not go to sea without one hundred thousand barrels of flour; eighty or one hundred thousand barrels of pork and beef; forty or fifty thousand pieces of sail-cloth; eight or ten thousand tons of cordage; besides large quantities of corn, beans, and various other articles necessary to a long voyage. Have the states bordering on the Ohio no interest in such a market as this? Does not Kentucky want a market for her hemp? Do not Ohio, Indiana, and Illinois, want purchasers for their flour, pork, beef, and corn, which they all produce in such abundance? Assuredly they do; and it is chiefly to the manufacturing and commercial states, along the Atlantic, that they must look for the consumption of their produce, especially in time of peace. It was for our interest, therefore, in a pecuniary point of view, as a mere question of dollars and cents, to foster this trade, and to enlarge its capacity to consume the productions of the farming class of the great Mississippi valley. This consideration seemed to present the national importance of the measure more clearly to the mind; and finely illustrated what must be apparent to every reflecting man, that we could not extend the aid of the government in this country to any portion of the citizens
without producing some corresponding benefit to other, and often to very distant portions of our population.

"The expedition would not only perform a most valuable service by correcting the position upon the charts, of islands, reefs, and rocks, already known to exist; by discovering and noting others, of which we have no knowledge; but they would survey the coasts of the islands, and ascertain where there were harbours, in which ships might find shelter from storms; points at which wood, water, and refreshments could be obtained by our vessels engaged in this trade. Besides these duties, they would open friendly conferences with the natives; they would succeed, perhaps, in rescuing a number of prisoners, who were now undoubtedly among these islanders; the remnants of crews who had been shipwrecked along their coasts. The rescue of a husband and father, and his restoration to his disconsolate family, would be worth half the expense of the expedition; and the remainder would be covered by the redemption of some unfortunate son from his savage masters, and his return to the arms of a widowed mother. We might also succeed in impressing these people with a correct idea of the friendly and pacific policy of our government; our dispositions to hold amicable intercourse with them; and of our power and inclination to punish outrages committed upon our citizens.

"In addition to the intelligent naval officers who would superintend the movements of the vessels, a scientific corps would accompany the expedition. The duties to be performed were various, complicated, and arduous; and the success of the expedition would require this organization. The labours of the naval officers would embrace every thing essentially connected with their profession; an employment adequate to the highest intellectual efforts. To ascertain with accuracy the latitude and longitude of important places visited; to correct the position of reefs and islands upon the charts, and to give place to new ones; to explore harbours, and point out places for obtaining wood, water,
and provisions; to make observations tending to throw new light upon the obscure laws which govern the magnet; to open an intercourse with the natives, and to cause our flag to be known and respected in those seas: these and other kindred duties, requiring great prudence and capacity, with unusual skill and professional attainments, would furnish employments to the naval officers having charge of the squadron.

"Upon the scientific corps other duties would devolve, no less arduous and important. He could not descend to details. It was sufficient to say, that the whole field of natural philosophy and natural history lay open before them. No part of it should be neglected; for its objects entered largely into the elements of commerce, and had an acknowledged value among all civilized nations, and with all enlightened minds. The animal productions of those remote regions, whether inhabiting the land, the ocean, or the air, would require particular attention. The vegetable and mineral productions could not be overlooked. Every object connected with the present commerce, or calculated to open new channels for trade, would be journalized and preserved. The executive should be able to speak of this corps in the language of President Monroe's instructions to Major Long: 'Great confidence is reposed in the acquirements and zeal of the citizens who will accompany the expedition for scientific purposes; and a confident hope is entertained that their duties will be performed in such a manner, as to add both to their own reputation and that of our country.' The two corps, thus selected and constituted, each filling its appropriate department, though blending and aiding each other in harmonious action, could not fail to acquire a mass of valuable information calculated to enrich our commerce; to give new vigour to enterprise; to enlarge the boundaries of science, and to increase our national renown by an additional wreath of glory.

"This led him to notice some remarks that fell from the gentleman from Kentucky, (Mr. Hawes,) in relation to an individual who
had acted a prominent part with regard to this subject. He alluded to J. N. Reynolds, Esq., who, at the request of the Committee on Commerce, and by permission of this house, had delivered an able and eloquent address here, some weeks ago, in favour of the expedition. He did not believe the gentleman from Kentucky had heard the address. If he had, most, if not all, of his prejudices and objections would have been removed. Mr. H. said he had known Mr. Reynolds from his boyhood, and knew him well. He came from his neighbourhood in Ohio, where he was educated and studied the law. He was a man of as pure principles and fair character as any man upon that floor. His efforts in this cause had been wholly free from any selfish considerations; and in all he had done for the last seven or eight years to promote it, he had been actuated by those feelings of patriotism that should animate every American heart. He had no doubt, if the expedition were authorized, that Mr. Reynolds would be employed to accompany it; for he possessed more information with regard to those seas, and was every way better calculated to make the expedition what it ought to be, than any man within the circle of his acquaintance. He was in possession of all the facts which had been collected in reference to that portion of the globe which was to be examined and explored, and he possessed the entire confidence of all who knew him. His writings had attracted the attention of men of letters, and literary societies and institutions had conferred upon him some of the highest honours they had to bestow. Still this gentleman, who was an honour to Ohio and to our whole country, might not accompany the expedition. But that fact would have no influence upon his course. Mr. H. was authorized to say, that his zeal for the success of the measure, and for the interest of the expedition, would continue unabated; and whatever he could do to insure its prosperous termination, would be cheerfully performed. Thus much he felt himself bound to say in defence of his friend; who, although the gentleman did not mean to assail him, might
suffer in public estimation from the remarks which had been made, if they remained entirely unanswered.

"What were the evidences of public opinion in favour of this expedition? In a government like ours, public opinion was everything. It was proper that it should be so. Enlightened public opinion was always right; and it was a great moral lever which, in a good degree, now governed the civilized world; and the time was rapidly approaching when it would be completely triumphant in all the political movements that took place in this country.

"This measure had been asked for by the whole commercial and navigating community, so far as they have expressed an opinion. The members of the legislatures of eight different states have, within a few years past, recommended it to our favourable consideration: New York, New Jersey, Rhode Island, Pennsylvania, Maryland, Virginia, North Carolina, and Ohio, had, in this manner, decided in its favour. Many of the commercial towns and cities had petitioned for it. The East India Marine Society of Massachusetts, all of whose members, by the constitution, must have personally doubled either Cape Horn or the Cape of Good Hope, had sent us a pressing memorial in its favour. This document was entitled to great weight. It came from gentlemen who had experience, combined with intelligence, upon this subject. They had personally seen and braved the dangers which everywhere meet the navigator who penetrates into the regions, which it would be the business of this expedition to explore and describe. To their testimony might be added that of two of the most able and experienced commanders in the American navy, Commodore Downes and Captain Jones. Their letters were among the documents upon our tables. They were valuable for more purposes than one; they refuted the idea advanced by some, that our ordinary squadron sent out to the Pacific to protect the trade of our citizens, could accomplish all that was desirable. Speaking of this subject, Commodore Downes says, 'An expedition fitted out
for the purpose of improving our knowledge of the hydrography of those seas, has often been the subject of my reflections. As the representative of a district largely engaged in the whale fishery, you (Mr. Reed) must frequently have seen from the reports of masters of vessels engaged in that business, accounts of new islands and reefs being frequently discovered, and which are either not laid down on the charts, or so erroneously marked, that they can give no security to the mariner. It is probable that not less than five hundred of these islands and reefs have been marked with sufficient accuracy by our whalers, sealers, and traffickers, of one kind or another, to enable an expedition to examine the most important of them, without much loss of time in seeking their positions. This will enable the discovery vessels to do more, in less time, than has probably ever been effected by a similar enterprise from any other country. The accounts given of the dangers and losses to which our shipping is exposed by the extension of our trade into seas but little known, so far, in my opinion, from being exaggerated, would admit of being placed in bolder relief, and the protection of government implored in stronger terms. I speak from practical knowledge, having myself seen the dangers, and painfully felt the want of the very kind of information in the guidance of a vessel in those seas which our commercial interests so much need, and which I suppose would be the object of such an expedition as is now under consideration before the committee of congress to give. Indeed, the whole of this business, it seems to me, is a plain and practical affair. The commerce of our country has extended itself to remote parts of the world; is carried on around islands and reefs not laid down on the charts, among even groups of islands, from ten to sixty in number; abounding in objects valuable in commerce, but of which nothing is known accurately; no, not even the sketch of a harbour has been made; while of such as are inhabited, our knowledge is still more imperfect. It would seem to require no argument to prove that a
portion of our commerce might be rendered more secure, and probably greatly increased, by vessels sent properly prepared to examine such islands.' Such is the language of this practical and able officer. In the letter of Captain Jones to Mr. Reynolds, we have the following sentiments:

"'My recent cruise to the Pacific Ocean, in the course of which I spent some time among the Society, Sandwich, and other islands, afforded me a good opportunity of seeing, in partial operation, most of the branches of commerce, the advantages of which you so clearly demonstrated in your address to the Committee on Naval Affairs.

"'That there is a great field open for national enterprise in the region to which you have invited the attention of the American people, cannot be doubted; and I accord most heartily with you, that such a voyage as you contemplate would open to our commercial, and of course national interests, sources of great wealth, which cannot be brought into action without the protecting aid of government.' Such are the opinions of another intelligent and experienced naval officer, who is intimately acquainted with the whole subject.

"Now, sir, the gentleman from Kentucky, (Mr. Hawes,) I expect, was never out of sight of land in his life; he resides far in the interior, and has not devoted much time to the examination of this question; and yet he sets up his opinion in opposition to these gentlemen, and pronounces the whole scheme to be useless to the country, and perfectly visionary. Let me ask the gentleman to pause before he takes such strong ground, and review his opinions. He may find good reason to retract what he has heretofore believed, and to become the advocate of a measure which rallies such able men to its support.

"It has been said in the course of the discussion, that this subject is new to us, and we want more information before we act definitively in relation to it. Are gentlemen aware that in 1827, '28,
resolutions passed this house authorizing this expedition? Such is the fact, and want of funds alone prevented it from being sent out the following summer. At the succeeding session of 1828, '29, a bill passed this house directing the expedition, and was sent to the senate, where it was not acted upon, for want of time. At the present session, the senate had passed the appropriation, almost unanimously; and it now remained for us to do our duty in that manner which became the representatives of a great people. We have had this subject before congress for eight years. It has twice been adopted by the house, and once by the senate of the United States; and yet, with all these evidences of its utility and importance, gentlemen rise in their places, and gravely pronounce it to be a hair-brained and visionary scheme, not deserving our serious examination! Such imputations were unmerited; and he hoped, upon further reflection, their injustice would be seen and acknowledged.

"He thought he had shown that this expedition was not new, and that various similar ones had been organized both in Europe and in this country. Neither was it unconstitutional, for its chief object was to aid in the regulation, promotion, and security of our foreign commerce. The expense would be trifling, compared with the wealth and power of this nation, and the magnitude and importance of the objects to be accomplished. It was due to the commercial community and the navigating interest as a measure of justice, and would be beneficial to all classes of our citizens. Upon what principle, then, could we refuse it? Should it be said that we, who were the second, if not the first, commercial nation in the world, must continue to navigate the ocean with the defective charts furnished us by foreigners? It was notorious that we were now doing so. It was humiliating to think of it. If we deducted from the commercial marine of Great Britain, our only rival upon the seas, the amount of tonnage they employed in the coasting trade, which did not engage in her foreign commerce, we had
probably the largest commercial marine afloat upon the ocean. Supposing this to be so, we were now the first commercial people upon the globe; and the amount of capital invested in this branch of national industry was daily increasing. Should it be said that we were so penurious, so illiberal, or so destitute of skill and enterprise, as not to extend adequate protection to our valuable and adventurous citizens who had embarked in this trade? Would this reproach be just? He did not believe it. He was satisfied that the intelligence of the country expected us to act promptly and liberally upon this subject; and that every consideration of wisdom, justice, and sound policy, which could operate upon an American statesman, required us to make this appropriation.”

The bill, as amended, had now passed the house, and only wanted the concurrence of the senate to become a law.

The next day, May 10th, the amendment as amended by the house, came up in the senate. After some conference among the friends of the measure, comprising, with one or two exceptions, every member of the senate, all the amendments of the house were concurred in, excepting part of the following amendment made by the house:

“"The President of the United States be, and he hereby is, authorized, if, in his opinion, the public interest shall require, to send out a surveying and exploring expedition to the Pacific Ocean and South Seas: and for that purpose to employ a sloop of war, and to purchase or provide such other small vessels as may be necessary and proper to render the said expedition efficient and useful; and, for this purpose, the sum of one hundred and fifty thousand dollars be, and the same is hereby, appropriated out of any money in the treasury not otherwise appropriated; and, in addition thereto, if necessary, the President of the United States is authorized to use other means in the control of the navy department, not exceeding one hundred and fifty thousand dollars, for the objects required."
At the instance of Mr. Linn, of Missouri,
Mr. Southard moved to strike out so much of the above amendment as is contained in the following words: "if, in his opinion, the public interest shall require."

On this proposition, Mr. Hill asked for the yeas and nays; which were ordered; and the question being taken on Mr. Southard's motion, it was decided as follows:


NAYS—Messrs. Hill, King of Georgia, Wright—3.

The amendment of the house, as amended, was then concurred in.

House of Representatives, May 10.

The house proceeded to the consideration of the amendment of the senate to the amendment of the house to the thirteenth amendment of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service for the year 1836."

The amendment of the house to the said thirteenth and last amendment of the senate, is as follows:

Strike out all of the two additional sections added by the senate, after the word enacted, in the first said additional sections, and insert as follows: "That the President of the United States be, and he hereby is, authorized, if, in his opinion, the public interest shall require, to send out a surveying and exploring expedition to the Pacific Ocean and South Seas, and for that purpose to employ a sloop of war, and to purchase or provide such other smaller vessels as may be necessary and proper to render the said expedition efficient and useful; and for this purpose, the sum of one hundred and fifty thousand dollars be, and the same is hereby, appropriated, out of any money in the treasury not otherwise appropriated; and, in addition thereto, if necessary, the President of the United States
is authorized to use other means in the control of the Navy Department, not exceeding one hundred and fifty thousand dollars, for the objects required."

The amendment of the senate to the said amendment is as follows: Strike out these words, viz: "if, in his opinion, the public interest shall require."

The question was stated, that the house do concur in the said amendment of the senate.

And after debate, the previous question was moved by Mr. M'Kim, and being demanded by a majority of the members present,

The said previous question was put, viz: Shall the main question be now put?

And passed in the affirmative.

The main question was then put, viz: Will the house concur in the said amendment of the senate?

And passed in the affirmative.

The yeas and nays being desired by one-fifth of the members present, those who voted in the affirmative are—

Mr. John Quincy Adams  Mr. John Galbraith  Mr. Isaac McKim
Heman Allen             Francis Granger        Jesse Miller
William H. Ashley       James Harper          Matthias Morris
Jeremiah Bailey         Samuel S. Harrison   Henry A. Muhlenberg
Andrew Beaumont         Abner Hazeltine      George W. Owens
William K. Bond          Joseph Henderson     James Parker
Nathaniel B. Borden     William Hester       Gorham Parks
Matthias J. Bovee       Samuel Hare          William Patterson
John W. Brown           Benjamin C. Howard   Stephen C. Philips
Andrew Buchanan         Joseph R. Ingersoll  David Potts, jr.
Jesse A. Bynum          Henry F. Jones       John Reed
Churchill C. Cambrineng  Benjamin Jones       Joseph Reynolds
George Chambers         Andrew T. Judson      John Robertson
John Chaney             William Kennon        David Russell
Graham H. Chapin        Daniel Kilgore        Ebenezer J. Shields
Timothy Childs          John Klingensmith, jr. William N. Shinn
John Coffee             Amos Lane            Nicholas Sickles
Thomas Corwin           Gerrit Y. Lansing    David Spangler
John Cramer             Abbott Lawrence      Bellamy Storer
Joseph H. Crane         Gideon Lee           John Taliaferro
Edward Darlington       Dixon H. Lewis       Francis Thomas
Edmund Deberry          Levi Lincoln          John Thompson
Ulysses F. Doubleday    Henry Logan          Isaac Toncey
John Fairfield          Thomas C. Love       Samuel F. Vinton
Samuel Fowler           Job Mann             Taylor Webster
Philo C. Fuller         Thomas M. T. McKennan Thomas J. Whittlesey
William K. Fuller
CORRESPONDENCE.
CORRESPONDENCE

Between J. N. REYNOLDS and the Hon. MAHLOn DICKERSON, under the respective signatures of “Citizen” and “Friend to the Navy,” touching the South Sea Surveying and Exploring Expedition; wherein the objects of the enterprise, and the causes which have delayed its departure, are canvassed. Originally published in the “New-York Times” of July, August, and September, 1837, and in the “New-York Courier and Enquirer” of December and January, 1837-38.
I.

To the Honourable Mahlon Dickerson, Secretary of the Navy.

SIR,

In my opinion you hold one of the most important stations in this or in any other country. To fill it, a man should know all that is known of the seas, continents, and islands in the world. He should be acquainted with their commerce, their products, and with the character of their population. There have been men of mind in the office you now fill, who knew their deficiencies in these matters, and nobly laboured to induce the nation to permit them to take the proper means to obtain this information for the benefit of the people and the department which they filled. You have succeeded them; and, permit me to ask, what have you done to carry out their plans, or to propose new ones calculated to infuse a proper tone and feeling in the service over which you preside? I shall speak plainly in these letters which I am about to address to you. I take no pleasure in the task, but feel it an imperative duty to do so. This is my prerogative as a native citizen of this country. The official acts of a public functionary may be fully canvassed by the humblest citizen; and while he confines himself to truth, and to the use of courteous and gentlemanly language, no merited censure can be charged to him. My feelings and my fame are identified with the glory of our arts, our arms, and our means of defence as much as yours or those of any other citizen, for these things belong to the whole country.

As far as our commerce and our navy are concerned, these are, for good or for evil, intrusted to you, and for the influence you exercise upon them you must be answerable at the bar of public opinion; that tribunal which, sooner or later, will do justice to the wronged, however humble, and cover, with its deepest denunciations, the unfaithful, however high in station!

In the freedom of my soul, I must say I have long doubted
your capacity for the high office you hold; and I have often won-
dered you did not gratify the whole community by retiring from
duties you must find so difficult to perform, by seeking that re-
pose and quiet generally so grateful to man in the ninth septen-
nial of human life.

I never heard a sentence from your lips, or read a paragraph
from your pen, that gave me the impression that the compass of
your mind, on public measures, was not better adapted to razee
or to cut down than to build up and adorn! Still I thought that
you would adhere strictly to the discharge of your duties, particu-
larly where the responsibility of devising was taken from your
shoulders, and rested in other quarters able to bear it; but in this
I was unfortunately disappointed.

When you came into office, if you had looked over the files of
papers in the department, you must have known that, ten years
ago, as you have said, in the days of Madison, a plan was devised
for an expedition to the South Seas; that memorials, petitions,
and representations had come into Congress from all quarters, and
seized strongly upon the attention of the enlightened members of
that body, and that steps had been taken by them for such an un-
dertaking. If the plan suggested was, from many circumstances,
suffered to sleep a while, you know it was revived with fresh ar-
dour in Congress, and acts passed for carrying the project forth-
with into effect.

Your opposition to such an expedition was, I confess, undis-
guised. During the sessions of 1834 and 5 you were opposed
to it in every shape and form; when the bill passed the Senate,
you did all in your power to have it defeated in the house; rec-
ommending to members—"Strike it out, strike it out!"

But you often declared that you should feel under obligations
to carry into effect whatever Congress determined in regard to
the subject. Have you done it? Are you doing it? These are
questions I have a right to ask; and they may be asked by an au-
thority which will require an answer!

More than a year ago the expedition was authorized, and the
navy commissioners stated in their report to the president in
January, 1836, that the Macedonian could be got ready for sea in
ninety days; and how is it that she is now only ready to receive
her men in June, 1837?
Twelve months and more have elapsed, and the expedition still lingers, while the prospect of its departure seems to recede from the vision of the public. Was this delay for want of energy or from want of friendly disposition? The account of the expedition aroused the maritime powers, who were determined that this youthful nation should not run away with all the glories of discovery and examination; and while you have been weighing, and pondering, and devising means for delay and seeking for causes for procrastinating the whole enterprise, the French government has fitted out three expeditions into the South Seas; and with each a frigate—ay, a frigate—a machine so ponderous and ingulfing to your imagination! These well-equipped expeditions have moved to their destinations for the protection of commerce, for the security and defence of their fisheries, and for scientific purposes; and even a fourth is in a state of forwardness for the same noble purposes.

Why are we not there before them? Congress made the most ample provisions for the expedition. The people ask, and I as one of them, what under heaven has been the cause of this procrastination? Will the energetic people of this country, who, in 1797, when we were insulted by the French directory, spread over the forests of our country, bowed the oak beneath the axe, built sloops of war, armed and manned them, and in less than a hundred days from the orders given to build were pouring their thunders into the French cruisers among the West Indian Islands; can these men and their descendants brook such a delay without inquiry?

But, for the present, I will not pursue this inquiry farther. You, under the specious appearance of sincerity, opened a correspondence with some of our learned societies, asked them to recommend suitable persons to form a scientific corps, which the executive determined should accompany the expedition. Gentlemen were recommended and selected; men sharing largely in the confidence of men of science, and burning to distinguish themselves in their departments.

I have heard it intimated that you had some pretensions to science, and that you were a member of the philosophical society. From that circumstance I should have expected that you would deal out a different measure of justice to the members of the scien-
tific corps. Why have they not been called together, and their duties assigned them, and facilities given for the various and extensive preparations necessary for their respective departments, in pursuance of the written request or order of the late energetic executive, under date of February 25th last? No one knows better than you that the late executive was fully resolved that the expedition, both in its civil and naval departments, so far as he was concerned, should go to sea wanting in nothing that could tend to promote its ultimate object and triumphant success. It never occurred to his lofty and indomitable spirit that petty excuses would be made by any officer of his for delays in a great undertaking; nor did he wish that the scientific corps should be sent on board at the hour of sailing like a guard of marines. Of his share in this expedition I shall hereafter have occasion to speak. You cannot soon forget it, nor the manner in which he used to stir you up, as you have often complained of what he made you do. Well do you know that even in sickness he did not lose sight of the expedition; and, had his wishes been complied with, the expedition would now be doubling the cape, and every one engaged in the enterprise full of hopes of having immediate opportunities of fulfilling their country's expectations.

I shall reserve many things for future consideration, and now pass to your last attempt to strangle the expedition. Now, at the eleventh hour of the thirteenth moon of the expedition, a new device is got up by you, if not to destroy it altogether, for that you cannot do, yet to cut it down, derange its plans, and thereby render it inadequate to meet the expectations of Congress, of the late executive, and of the whole country.

You have now appointed a board of naval officers, consisting of Commodores Chauncey, Morris, Warrington, Patterson, and Wadsworth, to assist you in making up your mind on the proper means requisite for the exploring expedition. These are all honourable men, whose merits and virtues have been tried and found true and trusting in days gone by; and a most ungracious duty have you assigned them. Deceive not yourself, sir, the intelligence, the spirit, and pride of the country have been awakened upon this subject, and will not sleep again; and long, and deep, and withering will be the denunciations against the man or men who shall lay Vandal
hands upon this enterprise, in the success of which the honour of our country is so deeply concerned.

But, sir, have you presented the whole case to this board in a proper light? I fear not. I have been informed, from good authority, that the whole case has not been presented to them by your instructions. For what was this board instituted (stripped of all disguise) but to sit in judgment upon the deliberate opinions of the people of the United States in Congress assembled? Will these officers thank you for such an unenviable office? It will be seen, if they are ready to say, that Congress knew nothing of the subject, and that the force authorized by that body, and deemed necessary by President Jackson, after he had examined more thoroughly into the objects of the expedition than you have ever done, was too large for the attainments of the objects proposed.

Had the duties of this board been confined to subjects relating to naval matters, to the examination of the vessels, for instance, there would have been no complaint; but you have asked them to revise the act under which you have proceeded. Every one knows that the force to be employed on any enterprise must depend entirely upon the objects to be accomplished by it. Had you given this board instructions, fully and fairly setting forth the great labours the expedition was expected to perform, which have been so clearly set forth in the proceedings of Congress that he who runs may read, the country would have had no fears of their reducing the force provided and deemed indispensable by the friends of the expedition; but, if confined to your limited instructions, that board can only take a partial view of the subject, and, of course, give you but a partial answer.

If there be any member on that board who thinks the present force is unnecessary for all the great purposes contemplated by Congress and the friends of the measure, the public would be much indebted to him for a programme of his views; I am no advocate for a redundant and proud equipment, and, for one, should be glad to see them.

But, in sober truth, what instructions have you given this board? Will you tell the public the whole story, and let the Senate, and House of Representatives, and the friends of the expedition become thoroughly acquainted with all your views? Perhaps this would be asking too much; but, certainly, in this case you are bound to
furnish us with all your doings fairly and above-board. Secrecy is unworthy of you and the station you occupy. You have instructed this board in such a manner as to shackle their opinions, if I am not grossly deceived. Is it not something in this contracted form?

"The objects of the expedition are to explore the seas of the Southern Hemisphere, more particularly in high latitudes, and in regions as near to the South Pole as may be approached without danger; to make, in the regions thus to be explored, all practicable surveys and observations, with accurate descriptions of the same, so far as they may be connected with the geography or hydrography by which the interests of commerce and navigation may be promoted." Perhaps you may have dropped a word about science at the close, and intimated that the vessels might, during the cruise, go north of the line, though for what purpose you do not say.

This, if I am not misinformed, is the breadth, and length, and altitude of your instructions, if not the very words.

Why did you forget—no, why did you omit the major part of your subject? the great commercial interests among the islands of the Pacific, and the thousand ways in which those noble interests might be examined, extended, and secured by this expedition? Have not the memorials from Nantucket, New-Bedford, New-London, Salem, and other great commercial places, given you any light upon the subject? Have they not, "in thoughts that breathe and words that burn," told you, through Congress, the difficulties, the dangers our fisheries have to encounter in those seas? Have they not, in the deep impassioned feeling of their hearts, implored their country to look after their brethren in bondage on desolate or savage islands? And you, in your instructions to this gallant board, have mentioned but little more than the object of getting as near as possible to the South Pole, and there to make surveys for the benefit of commerce! This same plan of misrepresenting the objects of the expedition was tried by its opponents last winter before Congress, and failed. Do you expect to be more successful in urging the same plea before this board? I am not done with this point yet. Every friend to the expedition can bear witness that you have misrepresented his wishes in regard to the whole enterprise. In what light do you place the merchants and others
who have addressed Congress on this subject, and how do you treat the members of that body who voted for the expedition, by stating that the things you mentioned to the board of officers were the great objects of their solicitude and protection. Did you suppose, when you penned those instructions, that you were complimenting the late executive by saying that the object of the expedition was to go as near to the South Pole as possible, and that, for that purpose, he had been so unacquainted with his duties as to assign the present force. I do you no injustice; such is the plain interpretation of your acts. The decisions of that executive have been universally approved by the friends of the expedition; its enemies alone are hawking at it, wishing to derange and alter what they have not the power entirely to destroy. You respected, or affected to respect, that distinguished man's opinions when he was in power. Have you forgotten him and his opinions in the short period of four little months?

I have now stated a few outlines of the case, simply that the people may inquire of your doings, or your undoings, or your nondoings! It is with your acts I am engaged; with your motives I have nothing to do. I leave them to the conjectures of the public, and to the depths of your own bosom.

If you, by the management you have adopted, can draw from the board you have appointed such a report as will suit your views, and be made the pretext for cutting down the expedition, you will know that such a course will not justify your conduct at the public tribunal to which I have summoned you, and intend to hold you, until you have put in your plea of justification and ventured the issue upon it. I am but a citizen, holding no office of honour, but I know my rights, and, knowing, "dare maintain them." I, as a citizen, have, by the constitution, the privilege to call your attention to your duties. This is a writ of right, I ask no leave of court for filing it; and shall fear no authority in pursuing my own course in the premises. The high hopes and deep solicitude of the nation have been trifled with by you alone; every other public functionary has given his consent, or been silent. Do you aspire to the enviable fame of having thwarted the nation in a plan for its benefit and distinction? If you do, you may go down to posterity with all the honours you deserve.

I have said your instructions to the board were a perversion of
the great objects of the expedition; that you had brought before them but a partial view of the subject; and in my next letters I shall proceed to prove them so.

Very respectfully,
Your obedient servant and fellow CITIZEN.

New-York, June 29, 1837.

II.

To the Honourable Mahlon Dickerson, Secretary of the Navy.

SIR,

You will remember the conclusion of my last number. It was there intimated that your instructions to the naval board did not convey an impartial and just view of the great objects of the expedition. I promised that in my next I would prove my assertion, and shall proceed to do so.

Fortunately for my purpose, there are ample records which bear directly and luminously upon the point at issue. To these documents I shall mainly confine myself; because, being official and on file in the naval department, you can have access to them at any moment, and can therefore the more easily judge of the fairness of the testimony I shall extract from them. No one, sir, can turn over the pages of these documents and fail to be at once convinced, even against his will, that the whole action of Congress has been based upon memorials from various sections of the country, and more especially from that portion occupied by our fellow-citizens interested in the whale-fishery, and the multifarious traffic carried on among the countless islands of the great North and South Pacific and Indian Oceans.

The memorials to which I refer are now before me. Among them is one from Nantucket as far back as November, 1828. As regards the whale-fishery, the memorialists remark:

"Whether viewed as a nursery of bold, hardy seamen, or the employment of capital in one of the most productive modes, or as furnishing an article of indispensable necessity to human comfort, it seems to your petitioners to be especially deserving the public
care. The increased extent of the voyages now pursued by the trading and whaling ships into seas but little explored, and in parts of the world before unknown, has increased the cares, the dangers, and losses of our merchants and mariners. Within a few years their cruises have extended from the coasts of Chili and Peru to the Northwest Coast, New-Zealand, and the islands of Japan. This increase of risk has been attended by an increase of loss. Several vessels have been wrecked on islands and reefs not laid down on any chart, and the matter acquires a painful interest from the fact that many ships have gone into those seas, and no soul has survived to tell their fate. They therefore pray that an expedition may be fitted out under the sanction of government to explore and survey the islands and coasts of the Pacific seas, and, as in duty bound, will ever pray,” &c.

This memorial, emanating from an intelligent, hardy, industrious, and enterprising people, was accompanied by many similar petitions from other places, all breathing the same spirit, and couched in the like simple yet forcible language. It never occurred to these petitioners that their whaling operations, extending throughout the numerous groups of islands stretching from the western shores of South America to the confines of Asia, could be particularly benefited by surveys “as near the South Pole as can be approached without danger!” The committee on naval affairs had charge of the memorials adverted to. What thought they of the matter? Seven out of nine of their number were in favour of the expedition. General Ripley, of Maine, made the report on the 25th March, 1828. He began by allusion to the weight of character of the memorialists, and the importance of the opinions they expressed, and concluded in the following words:

“The dangers to which an immense amount of property is exposed, as well as the hazard to human life, for the want of knowledge by more accurate surveys of regions to which our commerce is extending, and the probable new sources of wealth which may be opened and secured to us, seem to your committee not only to justify, but to demand the appropriation recommended. They therefore report a bill for that purpose.”

Are the dangers to which this immense amount of property is exposed, and the hazard to human life, here spoken of as existing, in regions “as near as can be approached to the South Pole?”
 Would surveys in that quarter render the property endangered more secure, or add to the safety of our mariners by restraining the untamed savage of the tropic isles?

Between the committee and the then secretary of the navy an interchange of opinion took place. The latter said—

"I entertain the opinion that such an expedition is expedient. My reasons are briefly these: That we have an immense and increasing commerce in that region, which needs the protecting kindness of government, and may be greatly extended by such an expedition. The commercial operations carried on in that quarter are difficult and hazardous. They are correctly represented in the memorial of the inhabitants of Nantucket, to which I would refer, as well as to some of the many other memorials which have been addressed to Congress on this subject. It would seem wise in government to render these commercial operations less hazardous and less destructive to life and property. The commerce in the Pacific Ocean affords one of the best nurseries for our seamen. An expedition such as that proposed would be calculated to increase that class of citizens; an increase in which the government and nation are deeply interested."

It is unnecessary to dwell longer upon the records of that day. Sufficient information has been given to leave no doubt of the opinions then entertained by men who had thoroughly investigated the subject. You were at that time a member of the United States Senate; but, as the affair never came fairly before that body for discussion, you may have forgotten these matters. I proceed, therefore, to a later period, embracing the action of Congress since you have been secretary of the navy. Of the transactions of the legislature within that interval I cannot suppose you uninformed, because such want of information would almost imply a dereliction of public duty.

Mr. Pearce, of Rhode Island, to whom the country is much indebted for the ability and zeal with which he advocated this measure before the committee on commerce, on the seventh of February, 1835, made a long report, which was accompanied by a bill providing for an expedition. He commenced by stating that the number and character of the memorialists, together with the opinions they had expressed upon the subject of their petition, had called the committee to an attentive and careful consideration of
the objects to be attained by the projected undertaking, as well as of the facts and reasoning adduced in its favour. He then went into a full examination of our great interests in the North and South Pacific and Indian Oceans, and pointed out the numerous ways in which those interests might be rendered more secure, as well as greatly extended, by an efficient expedition. He noticed the action of the legislature of his own state during the October session of 1834, in which that body recommended the enterprise to the favourable consideration of Congress, as "highly important to our shipping and commercial interests." What shipping and commercial interests have we near the South Pole? But the legislature did not, perhaps, exactly understand the import of the language they used.

To the memorial from the East India Marine Society of Salem, Massachusetts, the committee made special reference. That society comprises among its members a larger number of practical seamen than any other in the United States. By its constitution no one is eligible to membership who has not doubled either Cape Horn or the Cape of Good Hope. The language of such a body of men is the language of experience. They ask that an expedition be fitted out under the sanction of the government, the objects of which shall be to examine the numerous places of trade already visited for commercial purposes by our enterprising citizens, and to open new channels for the extension of traffic by the survey of such groups of islands in the North and South Pacific Oceans as are imperfectly explored or entirely unknown; to ascertain their true positions on the charts; examine their harbours and mercantile or agricultural capabilities; and to bring about such a friendly intercourse with the natives as shall prevent the effusion of blood.

They speak of having themselves been in those seas, and of experiencing, in severe losses and painful solicitude, the want of national protection—protection from the dangerous reef, guaranteed by a well-ascertained knowledge of its position, as also against savages, who can only be deterred from lawless violence by being made sensible of our power to restrain and punish them.

They have "seen and felt the dangers our vessels are exposed to for the want of such protection as an expedition fitted out for the express purpose alone can give." They enforce their views
by calling the attention of Congress to a single point, the Feejee or Beetee Islands. This group consists of sixty or more in number, of which there is no chart pointing out their harbours, shoals, &c., and yet no less than twelve vessels from the single port of Salem have been engaged in procuring from this cluster bichele-mer, shells, and other commodities, in exchange for which eastern cargoes are brought into our country, thus contributing no inconsiderable amount to our national revenue. Many mariners have been killed by the natives, their vessels lost or damaged, and the sum total of losses would go far towards paying the expenses of an expedition.

Are the Feejee Islands near the South Pole?

The committee embraced in their report a letter from one of the most practical, liberal-minded, and intelligent officers in our service, Commodore Downes. It was written at the request of a member of Congress. Commodore Downes had had some experience in the navigation of the less frequented parts of the Pacific at an early period of his life. During his voyage in the Potomac an opportunity offered to add materially to the knowledge acquired in former years. While circumnavigating the globe, in accomplishing which he crossed the equator six times, and varied his course from forty-two degrees north to fifty-seven degrees south latitude, he had never found himself beyond the limits of our commercial marine! The accounts given of the dangers, privations, and losses to which our shipping and seamen are exposed from the extension of our trade into seas but little known, so far, in his opinion, from being exaggerated, "would admit of being placed in bolder relief, and the protection of government implored in stronger terms." He spoke from practical experience.

Pursuing the labours of the committee, you will find that which must startle you, when contrasted with some of your recently expressed opinions. That body hold up to your view the policy adopted by other countries for the protection of their fisheries, and show how these very fisheries have been extended by exploring expeditions. The British nation has disbursed millions in bounty to its whalers. The American whaler has received no bounty. He requires none. He asks of his government only protection.

More especially, permit me to call your attention to the very
last paragraph in the able report to which I have alluded; it is much to the point, and you may draw instruction from it. Yea, more, it will furnish you with an argument to refute the contemptible fabrication of the weak marplotting enemies of this truly national enterprise, who, in the face of two hundred pages of printed documents, have had the effrontery to say the expedition would have little or nothing to do with protection of commerce in the regions to be examined. I will give the authors of this device a withering review before I have done. Let them prepare for it. I know them, and may feel it my duty to drag them from their dark retreats, perfectly regardless who may be found in their company, or what aspect they may wear when exposed to the fair face of day.

The advocates for the expedition, whether in or out of Congress, have ever been ready to meet their opponents in open and manly discussion; but they have had little of this kind of opposition to encounter. What has been frank, bold, and above-board on the one hand, has been met by cowardly, ignorant, or willful mis-representation on the other. Those who originated, authorized, and sanctioned the enterprise are responsible to the country for its results. In courtesy, in common justice, they should be allowed to influence its organization, and to employ the force which, in all sincerity, they deem indispensable to its ultimate and triumphant success. Yes, sir, the objects of the voyage, the plan of the voyage, and the force to be employed, are defensible, have been defended, and can be defended before the nation and the world. Have their opponents met them in argument? They have not, they cannot, they dare not, under the responsibility of a name.

But to the report. "While your committee, in coming to their conclusion in recommending such an expedition as has been prayed for by the memorialists, have been influenced by commercial views, and place the policy of the measure solely on these grounds, they are not indifferent to the valuable fund of knowledge which may be gathered during the voyage, and which, properly analyzed and written out, may be interesting not only to the American people, but to the whole civilized world."

Here I might pause and appeal to the intelligence of the country if I have not made out my case, and convicted you of having misrepresented—I do not say intentionally—the true objects of
the expedition in your instructions to the board. Let the members of that board report. For the objects to be attained you state the force designated is too large. For those objects, as understood by Congress and the whole country, neither you nor they will venture to reduce it.

I am prepared to meet you, or any one who thinks with you, in argument, and to demonstrate that the present force is wisely proportioned to the accomplishment of the ends proposed, or, if altered, should be increased rather than diminished. Before I have done with you I will go still farther, and prove that you are in honour bound not only to cease all opposition, but to fit out the expedition on its present plan, and that you cannot persist in your present course without a sacrifice of honour which would tarnish the reputation of any man in the common concerns of life.

This is strong language, sir, but I know what I am saying, and hold myself responsible for what I have said. In my next I shall bring the matter nearer to your department in the further examination of your precious instructions.

Very respectfully,
Your obedient servant and fellow CITIZEN.

New-York, July 1, 1837.

III.

To the Honourable Mahlon Dickerson, Secretary of the Navy.

Sir,

I proceed to a further examination of your precious instructions to the naval board, as promised in the conclusion of my last letter. I feel humiliation in the task of holding you up to the public gaze as unfaithful to your duty in neglecting to execute a twice-repeated law of Congress, unfortunately for the honour of our country intrusted to your hands. I still deal with your public acts. In the private walks of life it is said you are amiable and kind. I am glad that it is so. To your observance of the courtesies of your office I can myself bear testimony. I can dwell upon them, and upon the domestic virtues claimed for you,
with the same kind of fervid pleasure the weary traveller may be supposed to feel when gazing upon some green spot and gushing fountain in the midst of the desert, while all around is barren and unproductive—a hungry soil, that swallows up the fattening showers, poured by bounteous Heaven upon its steril bosom, but in return gives forth nor fruit, nor flower, nor herb to gladden the eye and cheer the interminable waste.

But to my task. Do you, sir, remember, that on the 23d of January, 1835, a call, in the form of a resolution, was made on you by Congress for an original report of J. N. Reynolds, Esq., on the "Islands, reefs, and shoals of the Pacific, &c., &c.;" and that, on the ensuing day, you transmitted said report, with this note—"When no longer required, it is respectfully requested it may be returned?"

MAHLON DICKERSON."

Allow me, sir, to ask you, in the most respectful manner, what that paper contained. You cannot plead forgetfulness of its contents, because it passed through your hands in manuscript form, and soon after was returned to your department a printed document of some forty or more pages. You know, sir, that document embraces a list of islands, reefs, and shoals discovered by, and noted in, the logbooks of our whalmen during the last thirty years, as they gradually, in the pursuit of their vocation, followed the great monsters of the deep into unfrequented seas and remote parts of the globe.

You further know, sir, that that document contains irresistible evidence of the necessity and importance of the labours to be performed by the expedition among the thousand islands erroneously laid down in our charts; and among others—to the extent of more than half that number—not laid down, nor to be found on any chart, however recent or improved its construction. This was the light in which the document was viewed and commented on by committees who made reports, and by members who alluded to it in their speeches on the floor of Congress. And yet, sir, in the face of all this, and of all else I have stated and have to state, you, in your official capacity as secretary of the navy, have told the board to look mainly to the means of getting to the South Pole or near it, and then, forsooth, to see if the present force be not too large for that single object!
Are you not aware, sir, that, throughout those wide-spread seas, speckled with countless islands, we have, engaged in the whale-fishery only, nearly one hundred and fifty thousand tons of shipping, valued at twelve millions of dollars, and giving employment to not less than ten thousand men, to say nothing of the increasing traffic in treasures gleaned from coral reefs, and in the productions of the islands? Are you not cognizant of the fact, that the combined interests of all the other commercial nations of the earth do not equal ours alone in those seas? You cannot but know, sir, that these islands are inhabited by every variety of savage man; that our vessels have been wrecked among them, often attacked, and sometimes cut off by them; our mariners massacred, or, if spared, spared only to wear out a wretched existence, in the captives' hopeless prayer that the honour and justice of their country might be aroused to rescue them. If the supplications of disconsolate and heart-stricken parents, whose sons are in bondage, could move you, how soon would this expedition depart on its errand of mercy, of utility, and national renown! All these things are known to you, sir, and yet you have not alluded to one of them in your instructions to the naval board, in which you profess to set forth the objects of the enterprise. Why, in the name of all that is high, and noble, and manly, have you thus compromised your official character? I feel compassion for you in the unpleasant predicament in which you stand, and, were I to consult my inclinations rather than my duty, would willingly leave you in the hands of the public, and to the bitter reminiscences of your own mind. But this may not be; you are a public man, and the public good requires that I should go on.

Is it not within your knowledge, sir, that our whale-ships often, nay, daily, pass by islands in those seas to more distant ports for refreshments; while those very islands, if surveyed, their harbours pointed out, and the natives awed into respect by a judicious display of our power, would furnish in abundance the necessaries or refreshments required? Are you to be informed, sir, that all barbarians estimate the power of others solely by contrasting that power with their own; and that many of these islanders have learned to distinguish between the flags of different countries, and to deride one nation or fear another, according to the weakness or strength which each displays in its naval armament? This fact
was illustrated in 1824, when the British government sent Lord Byron, in the frigate Blonde, to the Sandwich and other islands. What was the effect produced on the minds of the savages by the presence of that ship? So firm was their impression that there was no power on earth equal to the English, that the American residents and traders in that quarter wrote to Commodore Hull, then commanding the Pacific squadron, requesting that he would send a frigate for the sole purpose of doing away or modifying the feeling which the visit of the Blonde had produced; and you may lay your hand upon the evidence of this fact in the archives of your department. Your predecessor sent the frigate Potomac to Quallah-Battoo to chastise the Malays, whose hands were red with the blood of our countrymen. Her presence on that coast, I assert without fear of contradiction, made a more lasting impression for good on the inhabitants than the appearance of a dozen sloops-of-war could have done. Had you been then in office, the ghost of La Perouse * * * but I forbear.

I presume you are not uninformed that the French have, probably, less than one tenth of our interest afloat in the North and South Pacific Oceans; and yet they have despatched three frigates to these seas avowedly to protect and extend their trade and fisheries, and to subserve the purposes of science. The people of this country, on the other hand, have the melancholy spectacle presented to them of your efforts to cut down the first similar national expedition undertaken by this great republic, and that, too, in the very face of a solemn law of the land!

I mentioned the name of La Perouse. The loss of his frigate some half century or more ago has been a stereotyped argument assumed by you and a few others against the employment of a small thirty-six gun ship. But now the tables are turned; for, if the wreck of the ship alluded to be quoted as a precedent against the employment of vessels of that class, it may be fully met by the fact that France has since despatched three frigates into the same seas; thus leaving you no ground to stand upon, save your paternal solicitude for the lives of those who may embark!

Is it possible, at this late period of your life, with all your experience, and the opportunities you have had to expand your mind in reflecting on and investigating the great concerns of nations, you have still to be informed that, in case of a war between our
country and any of the first maritime powers of Europe, this government would be compelled to dash her frigates, if not her larger vessels, into the waters to which I refer? There she has a commerce; and where her commerce is, there must be her navy and her ocean conflicts also. What would be thought of your present policy in such an emergency? and what would be thought of those naval officers who have echoed your sentiments upon the subject? We are now at peace with the world, and this is the season to acquire that knowledge which would most assuredly be needed and most valuable in the event of war.

One thing is certain; were I the enemy, I should count upon rich prizes in the Pacific before any vessel fitted out by your direction could reach me. I should anticipate at least twelve months uninterrupted pickings among the American whalers; and even then, in consequence of La Perouse having been lost, I should expect nothing more formidable than a sloop-of-war to come after me among the islands!

But why should I consume more time in exposing this part of your official delinquencies? You cannot defend yourself. Your maladministration is indefensible. Why, sir, you cannot open the document containing the authority under which you act without seeing, on every page of the Senate's report, a complete refutation of the extraordinary position you have assumed.

You cannot look over the columns of speeches made by members, explaining the true objects of the enterprise, without meeting a withering rebuke. Allow me to commend to your attention a speech of singular ability, made on this subject by Mr. Hamar, of Ohio; it has been published in all quarters of the Union. Perhaps the enlarged and statesman-like views it exhibits may render it, though not incomprehensible, at least unpalatable to you. Nor does Mr. Hamar stand alone. Mr. Vinton, indeed the whole delegation from the state of Ohio, have ever stood as one man upon this subject. Their weight and influence have told, and, if need be, will again tell!

But the most extraordinary part of this story remains to be disclosed. After all we have seen in the character of your instructions to the naval board, and the object proposed by those instructions, what will the community think when informed of the fact that, for a considerable time after the expedition had been
LETTERS OF A CITIZEN.

authorized at the first session of the last Congress, you, the Hon.
Mahlon Dickerson, Secretary of the Navy, ridiculed the very idea of undertaking to explore high latitudes south! To give an instance, sir. In your office, on one occasion, while in conversation with a gentleman of unimpeachable veracity, you said it was all nonsense to talk about going to regions near the South Pole; and, to use your own, not very classic, language, that "none but a d—d fool would think of it!!!" And yet, for some mysterious and inscrutable purpose, it now suits your pleasure to pretend that this is the great leading aim and object of the enterprise!

Thus do you stand, sir, before the American people—an official spectacle, such as has been rarely, if ever, before looked upon. It is no fancy sketch; would to Heaven, for your own sake and that of our common country, that it were. I have charged you before the tribunal of the public with dereliction of duty; with having misrepresented the objects of the expedition in your instructions to the naval board; and with having intended, by such misrepresentation, to draw from that board a report, to be used as a pretext for reducing the force authorized by law to be employed in the enterprise. Whether I have not fully and triumphantly made out my case, I appeal to the intelligence of the community; to the members of Congress who authorized the outfit; to the late executive, and those members of his cabinet who took an interest in it; and to the conductors of the public press in whose columns the great national purposes of the expedition have been so often discussed and so generously supported.

You will hear from me again.

Very respectfully,

Your obedient servant and fellow

CITIZEN.

New-York, July 8, 1837.

41
To the Honourable Mahlon Dickerson, Secretary of the Navy.

SIR,

"You will hear from me again" were the concluding words of my last letter. With that letter terminated all I deemed it necessary to say, in a connected form, in relation to your extraordinary instructions to the naval board. In following up the train of your official doings, though I may now be compelled to take a somewhat wider range, I shall, nevertheless, endeavour to adhere closely to the text and closely to you.

On the 10th of May, 1836, the bill authorizing the expedition, in despite of all your efforts to defeat it, passed both houses of Congress, and receiving, as it did, the cordial sanction of the president, became the law of the land. No one anticipated further difficulty. If you, however, entertained honest convictions against the utility of the enterprise, or apprehended the good it might do would be purchased at too dear a rate, you had a fine opportunity of enforcing those convictions while the bill was under deliberation; and that you did thus exert yourself, with an energy which you have seldom, if ever, manifested in the discharge of your official duties, was apparent at the time to every observer. But when, as I have stated, the whole matter was settled by Congress, no person anticipated any further opposition from you. Your duty then became simply an executive duty; and whether the expedition was upon too large or too small a scale, whether it would cost one hundred thousand or five millions of dollars, were contingences for which you were not responsible, in which you had no official concern, and about which you had no right to trouble yourself.

May and June passed away, and no step had been taken by you to put in train the preparations for the expedition. Fifty days had thus been lost. You now began to speak plainly, and to hold the language that twelve months would be necessary to complete the outfit. Yes, sir, twelve months was the period you named, and this, be it remembered, was before you could have foreseen any of the difficulties to which you have since ascribed
all the subsequent delay—with what justice will be hereafter shown. This procrastinating policy, thus early developed, met with no favour from the president; and it was not until he had taken the matter in his own hands and overruled you, that, for the first time, you made yourself acquainted with what the law required you to do. Yes, sir, amid the pressure of executive duty incident to the close of a long session, and while on the eve of his departure for Tennessee, the president put you into the traces, and directed the whole plan of preparation to be carried immediately into execution, in a spirit and on a scale commensurate with the character and resources of the country, as will be seen by the following, which appeared in the Globe on the 13th of July, 1836.

"We learn that the president has given orders to have the exploring vessels fitted out with the least possible delay. The appropriation made by Congress was ample to ensure all the great objects contemplated by the expedition, and the executive is determined that nothing shall be wanting to render the expedition worthy the character and great commercial resources of the country.

"The frigate Macedonian, now undergoing thorough repairs at Norfolk, two brigs of two hundred tons each, one or more tenders, and a store-ship of competent dimensions, are, we understand, the force agreed upon, and to be put in a state of immediate preparation. Captain Thomas Ap. C. Jones, an officer possessing many high qualities for such a service, has been appointed to the command; and officers for the other vessels will be immediately selected.

"The Macedonian has been chosen instead of a sloop-of-war on account of the increased accommodation she will afford the scientific corps, a department the president has determined shall be complete in its organization, including the ablest men that can be procured; so that nothing within the whole range of every department of natural history and philosophy shall be omitted. Not only on this account has the frigate been selected, but also for the purpose of a more extended protection of our whalemen and traders, and to impress on the minds of the natives a just conception of our character, power, and policy. The frequent disturbances and massacres committed on our seamen by the natives in-
habiting the islands in those distant seas makes this measure a dictate of humanity."

When this article appeared, why did you not remonstrate with the president, and show him that he had misunderstood the true objects of the undertaking; that the allusions to our "whalemen," to the "protection of commerce," to the impression contemplated to be produced on the minds of the natives by a proper exhibition of our "character, power, and policy," could not belong to an expedition intended only for high latitudes? How can you answer to your country for having omitted, at that early period, to set the head of the nation right, and to correct the strange notions he had formed about the purposes of the voyage?

To be serious. You know, sir, it was the wish of the executive at that time to be able to say, in his next annual message to Congress, "The expedition has sailed;" and had the directions which he then left been obeyed in good faith, such had been his language when the national legislature again convened; or, at any rate, long since had the vessels designated been ploughing the waters of the Pacific. Sir, in your heart you know I speak the words of truth and soberness!

In October the president returned to the capital. Do you remember his astonishment and displeasure on learning the little progress which had been made during his absence? You had, however, by this time got hold of an excuse for the delay—the impossibility of procuring men. I will examine this impossibility anon. It is true, you had despatched an agent to Europe to procure instruments, and had sent a circular to our learned societies, asking their advice and opinions as to the organization of the scientific department of the enterprise. You received from them able reports; but the reading of many of them, if you have read them at all, has been a labour of very recent date.

The season was now far advanced, and all hope of sailing during the autumn had passed away. Congress was soon to assemble, and it was apparent to all that the whole subject would come once more before that body. That you again prepared to renew your opposition with new expectations of success, your acts, as I shall examine them, will abundantly prove. Did you ever hear of any consultations having taken place before the precise plan of attack was agreed upon? Perhaps it is hardly fair to question
you too closely upon this point; so I will waive it, and allow your official acts to speak for themselves, as I shall take them up in my next letter.

It was now well ascertained in the naval service that you had no partiality for the expedition, nor have you ever been known to manifest any feelings of that nature towards those by whom it was commanded. He who could depreciate the high objects, or find most fault with the plan and scope of the measure, either in toto or detail, was sure of finding in you a most graciously-condescending and patiently-listening auditor. You have often said that the officers of the navy were opposed to the expedition. Did man ever labour more zealously in any cause than you have done to produce this very opposition? Why, sir, the scientific corps has frequently been held up by you as an encroachment upon the rights of those officers, and you have as frequently stated that to be one reason why the whole affair was so unpopular with them. This preposterous sentiment, so freely and perpetually expressed by the head of the department, could not fail to produce some impression, especially among the less informed and less considerate portion of the profession. You even went farther, and maintained that the officers had a right, if not to fix the salaries which should be allowed men of science, at least to protest against their compensation exceeding a certain amount per annum. I am not aware how many you may have found to echo this opinion, as I have never myself heard any such language from the profession.

You know how many there are and who they are who hold such doctrine. I have no wish to learn the former or designate the latter; but, taking you as the authority, we are bound to believe that such sentiments are entertained, and that the ardour of the service has been somewhat cooled towards the enterprise on that account. Permit me to say, sir, that the worst enemy of the navy could adopt no measure more injurious to its interests than that of fomenting causeless jealousy between the officer and the citizen in the few and far-between instances in which they are brought together on duty. The title of citizen, sir, is a proud title. This is a country of citizens. Citizens make the navy, increase or diminish it at their pleasure, appoint and support its officers, and will judge them!! For every year he is on active duty, an officer may be two on shore, receiving pay in the latter
as well as in the former case. Of this the citizens make no com-
plaint. They have created a navy for great national purposes,
not for individuals. If the more intellectual, better informed, and,
of course, more influential portion of its officers did not form a
barrier against those, to the service, suicidal pretensions which
have received your sanction, then, indeed, there might justly be
much apprehension for the success of the expedition, and still
more for the prosperity and improvement of the navy. Let those
you have encouraged in these extravagant opinions, be they few
or many, of high rank or low, assume to themselves an imagined
importance, and, with supercilious, domineering tone, attempt to
sneer at civilians and oppose their employment—as, according
to you, they have already done—on board public vessels where
their country requires their services, and where their right to fill
certain stations is not by courtesy or sufferance, but derived from
authority unquestionable as that of the commander himself—
for both emanate from the same source; let them indulge in il-
liberal, contracted feelings of petty jealousy against the appoint-
ment of citizens to their appropriate provinces, and they will soon
find themselves in the hands of a giant, who knows his power and
will use it!

It is no reproach to the gentlemen of the navy that they have
not the varied scientific knowledge required for a national expe-
dition such as has been directed by Congress to be organized.
They are only open to censure when, forgetful of their own noble
profession, they claim to assume the performance of duties for
which their previous training and distinct line of action have left
them totally unqualified. Our public vessels have been round
the world, and our officers in them, among islands and in places
rarely visited; but what contributions to science have resulted?
Where is the record to which reference can be made, and which
affords a sufficient guarantee that all that is required in the de-
partment of science could be accomplished by the profession, at
a time, too, when the whole range of that department has as-
sumed such a determined accuracy of detail that the slightest
blunder would subject us to the ridicule of the scientific world?
Sir, no such record exists; and, until it does exist, it is folly—and,
I can readily conceive, must be humiliating to the abler portion of
the service—to hear such silly pretensions set up by their weaker
brethren, though such pretensions be endorsed by you, the honourable secretary of the navy.

But I will not dwell long on a position so untenable. It was only assumed, in common with many others, to increase the weight of your opposition to the measure at the last session, by adding professional prejudice to your other weapons of attack.

How infinitely more worthy and becoming in you, the head of the department, had you either checked the first expression of this disorganizing spirit, or given it a more noble direction. Why did you not point out to these gentlemen that it would soon be regarded as a reproach to the navy if a hydrographical bureau were not established in your department? But perhaps we should overlook your omissions of this nature, when the increase of the forces to be led against the expedition was the paramount consideration in your mind.

I do not feel it a part of my present duty to dwell particularly on the various difficulties which have occurred between the naval officers, although I think I could give the public some additional light as regards the part you have had in fomenting those dissensions, and shall do so whenever such a course may seem expedient or necessary.

In my next I shall take up that section of your annual report which alludes to the expedition.

Very respectfully,

Your obedient servant and fellow

CITIZEN

New-York, July 17, 1837.

V.

To the Honourable Mahlon Dickerson, Secretary of the Navy.

SIR,

In your annual report to the president, under December 3, 1836, we find, for the first time, a faint and shadowy type of the assertion which, since that period, you have so confidently put forth, that the South Sea expedition was an enterprise having no connexion with the protection of our commerce. Thus, speaking
of the service generally, you remark, "that the force wanted for the protection of commerce exceeds the means of supply." Mark the words, "the force needed for the protection of commerce," from which force you exclude the frigate and other vessels belonging to the expedition. The plan of attack had now been agreed upon, and we find the campaign thus officially opened by you. It is true, as I have abundantly shown in my second and third letters, that the memorialists, committees, members of Congress, and public press held very different language. By these, commercial considerations had been made the basis of the undertaking; and that their arguments to sustain it on this ground were invulnerable, is proved by the fact that they have never been answered. Hence the bold and audacious move to separate the expedition from all objects of immediate and practical utility, and to exaggerate its cost. Thus weakened, sanguine hopes were entertained of breaking it down, or, failing in that object, of at least greatly reducing its force and magnitude.

Your attacks have been bold, direct, and manly. The tenacious grasp with which you clung to office prevented that, with the late executive as well as at the present time. At one time you profess great anxiety to fit out the expedition; at another, your natural, long-cherished, deep-seated hostility breaks forth, in no very choice or set phrase, against the entire scope or plan of the enterprise. Now you speak with becoming zeal in behalf of the scientific department, and again, designate the members of the corps as oyster and clam catchers. You have done all in your power to dispirit and disgust them, by pertinaciously refusing to put them on active duty, or to allow them any compensation until the fourth of the current month, although Congress made a specific appropriation for them from the first of January last. More upon this subject presently.

We have next a striking proof of your far-reaching and sagacious forecast, which enabled you to perceive, at the very moment the outfit was authorized by Congress, that it would be impracticable to complete it "under eight or nine months, without a serious injury to other branches of the naval service!" Fourteen months have elapsed, and the preparations are still unfinished. The first of October is the latest period at which the vessels should depart, and I now tell you, before the face of the whole nation,
that such has been the ruinous tendency of your clogging tardiness of action, that the squadron, even at that late date, will be compelled to proceed to sea incomplete in some of its departments, but, it is hoped, "without serious injury to other branches of the naval service!" Perchance still further delay, however, may, in your opinion, be necessary for the purpose of preventing this collision of interests!

Evidently feeling the deep necessity of strengthening your position and justifying your intended procrastination, you further state, that "the only insurmountable difficulty" in your mind was the shipment of the requisite number of men "in three or four months without interfering with arrangements already made" for sending ships to other stations. How humiliating to the pride of our country is the acknowledgment made by you, its secretary of the navy, before the commercial and naval powers of the Old World, that a small squadron, requiring but a few hundred seamen, could not be manned and sent out without deranging the great naval operations of the nation! This country, whose private armed ships during the revolution captured fifteen hundred sail from the enemy, which humbled the fierce corsairs of the Mediterranean, and broke the charm of British invincibility by sea; this country, which but yesterday was bristling up to fight one of the first naval powers of the earth, ay, would have done it, and, if need be, will do it, is told by you that a sufficient number of sailors for an exploring expedition cannot be obtained without deranging your plans and weakening the efficiency of your measures for the protection of our interests in the Pacific, West Indian, and Brazilian stations! Surely no nation, however mighty, will hazard a war with the United States while you have the direction of her naval resources! It may be that the King of the French had his eye upon you when he concluded to pay the long-withheld indemnity to our citizens, and that, owing to the ingratitude so frequently ascribed to republics, you have not, as yet, received your full share of credit for the part you had in that transaction. Be assured, however, posterity will do you justice, if, indeed, you do not learn, while yet you may feel, the value set upon your official actions.

Not only does it appear from your official report that you were anxious to prepare the public mind for the delays which were to ensue, but you laboured also to convince the president that no
agency in these delays was chargeable on you. Thus you tell him, that inasmuch as "it was his earnest wish that the intentions of Congress in authorizing the measure should be carried into effect with the least possible delay," you had not only resolved to clothe Commodore Jones with unusual powers, and to grant him "every facility" for the purpose of shipping crews, but that you had yourself "determined to make an extraordinary effort to accomplish that object." The fruits of your extra labours have been seen by the whole nation in the humiliating spectacle of what, by "extraordinary efforts," you have been able to accomplish in fourteen months, with the most ample means at your disposal, towards expediting the preparations for the voyage.

But your countrymen do not know what the "every facility" so confidently set forth in your report has been. I will tell them, and then leave them to judge whether the negative or positive quality predominates. You granted to Commodore Jones the extraordinary "facility" of shipping mariners at the regular stations opened for the general service; precisely what you allowed to others under special orders, while recruiting for the crews of vessels destined for the Pacific and Brazilian stations, and nothing more. Men at this time were commanding from $16 to $18 per month in the merchant service, and in the navy from $10 to $12 per month! It has been the policy of other countries to assign seamen sent on such adventures extra pay in money or clothing, often in both; while you have allowed neither, though requested to do so. Congress, at the last session, made a special grant for the increase of seamen's wages, every particle of which you have withheld from the sailors being shipped for the expedition.

You vouchsafed Commodore Jones the "facility" of detailing officers to visit New-London, New-Bedford, and the other places where it was supposed crews might be procured; but you took care to withhold from those officers money for advances, without which, it is notorious, men cannot be induced to ship, either in the merchant or naval service. I have it from the lips of an officer who visited New-London, that some fifteen or twenty prime hands, who were ready and anxious to engage, called on him at once; but not finding it convenient to make their own advances and pay their own passage to a naval rendezvous, and the officer being unprovided with funds for this purpose, he did not, as a
matter of course, obtain one man there or elsewhere. A few months ago it was believed that a limited number of men for the expedition might be had in the district, and, as before, an officer was detached to receive proposals. He made a requisition for one thousand dollars, which was approved by the commander of the squadron. The prospect of successful recruiting in that quarter was even better than had been anticipated. Fourteen sailors waited on the appointed agent almost as soon as he had opened his office in Alexandria. They were told to call and sign articles on the next day. In the mean time the officer repaired to Washington for the purpose of ascertaining whether thirty dollars, the usual advance, should be charged to the men, or whether, in compliance with the special provision of Congress, that sum should be allowed as bounty. Before, however, he had time to make this inquiry of the naval department, he received from you an order forthwith to return the money placed in his hands to the treasury, as also to tell the seamen they must go down to Norfolk upon their own hook! and ship there. Of course, not one of them went.

This is but a hasty sketch of your "extraordinary efforts" to procure men; they are a fair sample of all your other "extraordinary efforts," and were, of course, attended by the same "extraordinary" success! When to these are added the enervating influence of your ungracious and reluctant action throughout; the prevalence of the belief that the feelings of the department were arrayed against the measure; the uncertainty when, if ever, the flotilla would sail, and the nonallowance of the slightest extra encouragement to the crews, it is not wonderful that the tissue of misrepresentation which mysteriously got into circulation regarding the enterprise should have obtained some credence. It was reported, I presume not to say whence such reports emanated, that the service would be one of great privation to the crews, and that all their wages would, of course, be expended in supplying their clothing for the cold and icy latitudes near the South Pole! Uniting all these circumstances to the other "facilities" you have afforded, the public mind will have little difficulty in comprehending the full force of your "insurmountable difficulties in procuring men," even when your most "extraordinary efforts" had been put forth to effect that end. Seriously, I do not hesitate to assert
that, by a judicious application of the means within your control, the whole complement of every vessel might have been shipped in sixty, or, at most, ninety days, at any period since the passage of the bill by Congress, on the 10th of May, 1836; and that, too, without interfering with the protection of commerce, or in the slightest degree deranging the naval service of the country. In this belief I have found myself sustained by the opinions of those much more experienced in such matters than I can claim to be; and I shrewdly suspect that you will find it something like an "insurmountable difficulty" to convince the people of this country that, with the most ample means at your command, nothing more than you have effected could be accomplished.

In speaking of the vessels, you proceed to tell the president that "the frigate and store-ship which were on the stocks when this measure was authorized have been finished and equipped, and are now receiving their crews." What unaccountable hallucination could have possessed your mind when you wrote this sentence? Did you, in the first draught of your report, put down what ought to have been the condition of those vessels, and afterward forget to alter it? How else could you venture to tell the president, and, through him, Congress and the whole country, that the frigate was finished and equipped, and was receiving her men, when the fact was, the frigate at that time was not finished, not equipped, nor was she receiving her crew; so far from it, she had not a bulk-head up or a yarn over the masthead, and it was not until June, six months after this official statement, that she was completed, and in a condition to receive her complement of men!!! This is another example of your "extraordinary efforts" in forwarding the outfit of the expedition, as well as of the accuracy of your official report.

The president is further informed that you had not "yet attempted to organize the scientific corps for the expedition;" but you intimate that this duty may be performed as soon "as accommodations can be afforded them in the vessels." Strange incongruity this! In the first place, the vessels are "finished" and "receiving their crews;" in the next you tell us that the organization of the corps is delayed until the vessels are finished and ready to receive them.
I have pondered a good deal over this sentence, and, for the life of me, am unable to discover any necessary connexion between the organization of a corps of scientific men and the completion of the apartments intended for their reception on shipboard. I had thought these labours might progress simultaneously; but I forgot you were then making "extraordinary efforts" for the ship-ment of seamen, and, with all your energies thus concentrated on a single point, might not be able to attend to other matters!

I happen to know something about the appointment of this corps. In December last, a distinguished member of Congress, while in conversation with the president, remarked that no appointments had been made by you in the civil department. The president was surprised at this intelligence, reached out his hand, and rang the bell. A messenger appeared. "Tell the secretary of the navy I wish to see him at twelve o'clock." I do not know that you obeyed this summons, nor do I pretend to say what occurred at the interview; but this I do know, that, within three days from that time, the gentlemen now composing the scientific corps received their commissions. The reluctance with which you made appointments leaves to the late executive the sole credit, so far as you are concerned, of giving to the expedition and the country an able, efficient, scientific board. I make this statement for the benefit of posterity; that, in coming time, should disputes arise as to the honoured spot or state that gave you birth, the controversy may not be aggravated by any conflicting opinions as to the degree of credit due to you for the share you had in equipping and despatching the exploring squadron!

Do you remember that, for some time previous to the appointment of the corps, you had intermitted all action in reference to the expedition, waiting, as you said, until Congress should make further appropriations; though it can be shown, by incontestible documentary evidence, that there was, at the very time, more than one hundred thousand dollars of the past year's appropriation yet unexpended? I almost forget what the president told you when you first intimated to him that you had no funds with which to go on. He had always a most happy knack in stirring you up to "extraordinary efforts," and the only misfortune was, that severe indisposition prevented him, towards the close of the session, from
giving to the undertaking and to you that minute and watchful attention which both so much required.

I must hurry on with my subject, and bring this letter to a close. The contest before the last Congress requires a word. I must pass over points upon which pages might be written. I cannot stop to examine your report in its financial bearing, much as it is needed, and greatly as my inclination prompts me to do so. I shall not even attempt to describe the zeal with which you warmed yourself while explaining to members of the Senate and the house the enormous demands the expedition would make on the public treasury. Your name was frequently used as authority for stating that the nation was about to squander millions upon this extravagant enterprise, which had nothing to do with the protection of commerce, and was only to explore high latitudes south!!! The frigate, as the whole country will remember, was the special object of attack. That she was not necessary for the high southern parallels, and, ergo, not necessary for the expedition, was your argument. Officers of the navy were found to endorse your opinions. Perhaps the endorsement was mutual; at least it was so stated on the floor of Congress. Everything, for a time, promised you success, and it was asserted that you had never been known to enjoy such fine spirits; while the friends of the measure at a distance were full of despondency, being aware that the objection to the frigate was not from friendly motives towards the enterprise. There were those who believed, at the time, that the design was to cut off the frigate, and then have other commanders and a new organization; but, as I do not deal with motives, but with acts, I shall let that pass.

In the saloons of the library, in the gallery, at parties, and in messes, the merits of the contest were much discussed. Your misrepresentations of the purposes of the undertaking were fully understood by its friends in the Senate and the house, and you were pitied for the weakness of your device. The members, who had honestly doubted the propriety of employing a vessel of the class alluded to, when they looked into the true objects of the voyage, yielded their assent, and voted for the measure; so that, by the time the bill of appropriations came to be read for the last time, you stood "alone in your glory," every item in the estimate for
the present organization and force being passed by an overwhelm-
ing majority.

The disingenuousness of the endeavour to force the friends of
the measure into a false position was, as I have stated, fully ap-
preciated; and it was partly from compassion, and partly in conse-
quence of a pledge you had given, that no animadversions were
made upon it on the floor of Congress! The pledge I refer to
was published by you, and over your own name, on the 19th of
January last, in connexion with a correspondence you had carried
on with Commodore Jones. You there distinctly declared, that
while you were opposed to so large a force being sent on the ex-
pedition, "yet you had given all orders that you considered neces-
sary for fitting it out upon the extensive scale adopted; and
should continue to do so if Congress made appropriations agree-
ably to the estimates furnished for this object!"

Here was a deliberate promise, a solemn pledge, given in your
official character, that if Congress made provision for the outfit on
its present plan, on that plan and with the required force should
it be completed. Congress took you at your word by making
the appropriations to the utmost farthing; and, before the nation,
I hold you to the strict fulfilment of the promise you volunteered.
You cannot shrink from it without covering yourself with official
dishonour! How you can reconcile you course of conduct since
the close of last session, with this public pledge thus staring you
in the face, is a problem in the solution of which your official
character is deeply concerned! Deceive not yourself; the public
eye is upon you, and no sophistry can screen you from that rapidly-
gathering weight of your country's disapprobation which, it re-
quires no horoscope to perceive, is destined ere long to fall upon
you. To avert the blow entirely is now beyond your power, but
you may weaken its force by immediate and faithful efforts in
perfecting the outfit and expediting the departure of the expedition!

I shall again recur to your report.

I have the honour to be
Your obedient servant and fellow

CITIZEN.

New-York, July 21, 1837.
To the Honourable Mahlon Dickerson, Secretary of the Navy.

SIR,

The portion of your report to which I purpose calling your attention in this letter reads as follows: "From several learned and philosophical societies, as well as from distinguished individuals, I have received the most ample and satisfactory communications, embracing all the various subjects which it would be necessary to give in charge to the gentlemen who are to conduct the scientific researches which form the most important objects of the expedition."

With a superficial observer, this sentence is calculated to gain you credit, because it conveys something like an expression of liberality. I regret that I cannot award to you the meed of praise due to such a feeling. I cannot persuade myself that you deserve it. Connected with this subject, I do not consider that your prejudices will permit the indulgence of liberal sentiments; yet I have no idea that the sentence quoted came from your pen by accident. It is full of meaning, if not of design. Like your statement that to approach as near as possible to the South Pole was the object of the enterprise, it is, to say the least, an evasion of the true purposes designed to be accomplished. The inducement to make such a statement will become manifest if it be recollected that a portion of the public men in this country entertain the opinion that the government of the United States has no power under the Constitution to send out an expedition solely for scientific purposes. Stripped of its commercial character, separated from all objects of immediate and palpable utility, thrown for support upon its abstract merits as a medium of scientific research, you knew full well the quarter whence opposition to the undertaking might be anticipated, and from what quarter it would have come had you not overrated the weight of your official influence. Here, then, we have a key to the otherwise inexplicable mystery, that expressions of such seeming liberality should owe paternity to you.

No man can appreciate more fully than I do the high objects
committed to the hands of the gentlemen composing the scientific corps. Not only may they enlarge the boundaries of science and add lustre to our national character, but, by examining and developing the resources and capacities of the countries and islands to be visited, they may even enrich the freight of commerce itself. Yet, notwithstanding all this, I have never conceived scientific research to be the main object of the expedition any more than that the attainment of high latitudes south was its principal purpose and design.

"Fourteen gentlemen," you inform us, "have been appointed to this corps, eminent for their proficiency in those sciences which are connected with natural history, or eminent in the arts connected with the subjects of natural history. No one has as yet been assigned to the departments of astronomy, geography, and hydrography. With this exception the corps is nearly complete."

If the great design of the expedition be to go as near as practicable to the South Pole, for what purpose do you send a botanist to that region where no vegetation exists? Why do you incur the expense of sending a philologist to attend to the interesting department of language where there are no inhabitants? What object is proposed by sending an entomologist in those high latitudes, when a single bug may not be found within the Antarctic circle? And wherefore should you despatch a portrait-painter to the Polar Seas, unless, indeed, you wish him to exercise his art in sketching the likenesses of seals and sea-elephants? Thus, we perceive, the two main objects of the expedition, as set forth by you, are absurdly in contradiction of each other.

I feel, however, that it is a small business to dwell on your incongruities, and have alluded to these matters only for the sake of putting you right, and of entering my protest against this further official misstatement of the leading purposes of the enterprise. Placed on its true basis, it is defensible on the broad principle of constitutional power as well as of national policy. To provide efficient protection for our commerce, in every region with which we have commercial intercourse, and to extend it wherever it is susceptible of advantageous increase, is the bounden and acknowledged duty of government. For these noble and useful ends was the undertaking originated and authorized. Every memorial transmitted to Congress, every speech and report made by its
members, bears directly and unequivocally upon these points, and proves that, to them, all others were subsidiary. Such, then, being the paramount objects in view, it was decided that the opportunities which would be afforded by the contemplated explorations and surveys should not be lost to the cause of science; and hence, by the direction of the executive, with the sanction of Congress, provision was made for an able scientific corps; not, I repeat, as a primary, but as a collateral department, which neither interest, the spirit of the age, nor a regard for our station among the enlightened of all nations would permit us to overlook in the general organization.

But, sir, for the still further illustration of your "extraordinary efforts" and desire "to prevent delay," I will suppose you to have been sincere in stating that the "scientific researches of these gentlemen form the leading objects of the expedition." Now I think it a fair supposition that the most important objects of any plan should receive the first attention, and, at all events, that they ought not to be the last considered. What has been the fact as regards you?

Let us see. Three months, wanting two days, after the bill had passed, you sent an agent to Europe, as you inform us in your communication to Congress of the 6th February, for the purpose of preventing "any delay that might arise from the want of mathematical, astronomical, and philosophical instruments, books, maps, charts," &c. I can hardly forbear a smile when I read your remark about preventing delay! Why were not the "fourteen gentlemen eminent for their scientific attainments" consulted before the agent departed? Or, if they were at that time unselected, it only shows that you had suffered three months to elapse without having attended to "the most important objects of the expedition!"

Your agent was furnished with the most "ample means," and to his discretion and knowledge was confided the duty of procuring all that was deemed necessary, as regarded books and instruments, for many branches of science of which he had not the slightest knowledge. This gentleman, you tell us, returned on the 23d of January, "having performed the duty assigned to him in the most successful manner!" The agent, it would seem, entertained the same opinion you have expressed in this endorse-
ment. With reference to the instruments brought over, in his report, which forms a supplement to your own, he discourses thus: "I believe they comprise all that can in any way be useful for scientific purposes on any expedition, and are all of them of the very best construction." These assertions, which Humboldt would not have ventured, are further confirmed in the next sentence, where it is said, "I trust they will be found fully adequate to the wants of the expedition."

Among these much-extolled instruments "not to be procured in the United States," I find mentioned two astronomical clocks, one journeyman's clock, two astronomical telescopes, and forty-one chronometers. I have made inquiry if any American maker of astronomical clocks had been called on by you to give a proof of his skill, but have been unable to learn that any such had, or has been, encouraged to furnish a specimen article; although it cannot be controverted that astronomical clocks, unsurpassed in accuracy, and which their manufacturers are willing to warrant equal to any which can be imported from foreign workshops, have for several years been made in this country. I am equally at a loss to know for what reason the admirable reflecting telescopes of Halcomb were wholly overlooked in your attention to the outfit of that department which embraced the "principal object" of the expedition. I have read detailed accounts of the superior excellence of these telescopes from the pens of those in whose opinions on such subjects I place the highest confidence, attesting their accuracy, portability, and the ease with which they may be managed. It is the more astonishing that these matters should have been neglected by you, inasmuch as you have so long been a strenuous advocate for the patronage of domestic skill and industry! In like manner, I cannot help thinking that at least one or two of those highly-finished box chronometers made on this side of the Atlantic, which have been lauded and honoured with premiums by men who have their eyes open, and who try to keep up with the time of day, should have been ordered. It would have been a trial of skill to which our artists would have brought a full share of national pride, and the expedition being a national enterprise, they ought to have been gratified. It was due to them, and equally due to the country.

If, as you assert, the science connected with natural history
(by which I suppose you to mean the several sciences included under the general term of natural history) constitutes the main objects of the expedition, how did it occur that your envoy failed to procure any apparatus for research in this branch, if we except a case of drawing instruments with Cameras Lucidas? To seven, if not more, of the fourteen gentlemen forming the scientific board, microscopes of the most approved construction, such as are made only in Europe, were, I should imagine, indispensable. But, finding no such articles on the list, I suppose it was considered that everything earthly, aerial, or aquatic too small to be seen with the naked eye was too insignificant for the notice of savans on “any expedition!”

Again: had the individual deputed, who performed his mission in “the most successful manner,” looked into some of the books he brought with him, he might have learned that, in making magnetic experiments, modern observers think that a rarefied medium is highly important, and that nothing is more prejudicial to accuracy in their results than the variable influence of the atmosphere. This theory has been amply explained by philosophers in England; and long series of experiments, testing and proving its correctness, have been made in the United States. The procurement of astronomical apparatus, however, may have kept the attention of your agent so constantly fixed upon the heavens, that he unconsciously omitted to notice these trifles connected with earth!

Is it to be presumed that you consider the meteorological department well supplied with instruments without some apparatus for investigating the state of atmospheric electricity? Or, as such apparatus is not named in the list before referred to, are we to conclude that electricity does not form a subject of attention in “any expedition” fitted out under your direction, even when scientific pursuits are its “leading objects?”

The agent very properly returns his acknowledgments to the savans abroad whom he consulted and who afforded him important assistance.

The individuals enumerated, many of them high in rank, are certainly eminent in hydrography, astronomy, natural philosophy, and as makers of philosophical instruments. This is all very well, so far as it goes; but why was not some portion of the three
months which intervened between the passage of the bill and departure of the agent occupied in consulting the naturalists of this country? Had such a course been pursued, the labours of your envoy might have been performed much more usefully, as well as more creditably for the department and the nation. But, as this was not done, he might have advised with some of the most celebrated naturalists of Great Britain, France, and Germany, particularly with those who had accompanied former expeditions into the very seas our squadron is intended to explore. Had this plan been followed, think you they would have agreed with him in his statement, even with the high authority of your own official endorsement upon its back, that the books and instruments, as exhibited per list, comprised all that would in any way be useful in the different divisions of science?

I am not a little puzzled with this heterogeneous mélange of scientific works which have been brought hither. So far as respects the few which relate to natural history, the recent French voyages excepted, I scarcely know how an equal number of more useless volumes could have been selected. I should be glad to see you or the agent point out more than ten works, throwing aside the voyages, that any competent naturalist would have ordered. I can only name seven: Richardson's Fauna, Bennister's Entomology, Cuvier's Fishes, Landon's Encyclopedia of Plants, Genera of Recent and Fossil Shells, Yarrel's British Fishes, and Turner's Fuci. Magazines of Natural History, like the Geological and Linnaean Transactions, are not needed; though containing many important papers, the proper place for such ponderous tomes is the shelves of a library. The naturalists will require working books, manuals, and models; and these, sir, have not been provided.

The list of voyages, I am happy to find, is far more complete, although three which may be termed scientific par excellence are not included in it: viz., Pallas, Saussure, and the complete works of Humboldt. In a word, the catalogue is in itself sufficient evidence that no naturalist had any share in its adoption. Indeed, I am only in doubt whether the assortment was made by the agent, or whether he merely gave a carte blanche to a bookseller, and requested him to furnish as many cubic feet of works on natural history as he thought might be necessary for "any scientific expedition."
To be ignorant of natural history is certainly no discredit to the gentleman you commissioned, and I have no wish to speak of his labours with disparagement; I merely regret that he should so confidently have volunteered an opinion in his official report, that he had selected all the books and instruments which "could be in any way useful for scientific purposes on any expedition;" and that you, in the face of the science of the whole country, should have so complacently signified your concurrence in the statement. Your own attainments in botany, before botany became a science, should have prompted the reflection, that the field of human science is too vast to justify even one member of the corps in judging of the wants of others in distinct departments. The truth of this position is illustrated by your present defective preparations for scientific researches. After obstinately refusing to assemble the scientific corps, and assign to each member his respective duty since December last, though frequently urged to do so, you now find the "leading objects" of the enterprise almost entirely unprovided for.

On the fourth of this month you put the corps on duty, and gave them the means to prepare for the voyage. They are now, as I learn, actively employed; and, by ransacking public and private libraries, may, it is hoped, remedy the evils occasioned by your imperfect and tardy arrangements. Thus you find, sir, that after an interval of fifteen months, and subsequent to your official announcement that all the tools of the naturalists were provided, books have still to be imported, and orders now to be given for the construction of instruments!!! If this be good faith in the discharge of a high trust committed to your hands, then I should be glad to know what may be deemed a dereliction of duty.

In the sentence already quoted, you inform us, "no one has yet been assigned to the department of astronomy, geography, and hydrography." I have understood the selection of a competent person for this station has given you much solicitude, and that you have not even yet been successful in finding one whom you could approve. I am not sorry that in this matter you have been disappointed, because I unfeignedly believe that the appointment of an astronomer to the expedition would be an act of injustice to the naval officers employed; who, from their attainments and profession, might be relied on for the hydrographical labours to be
performed. In a communication bearing your name, which appeared in the "Washington Globe" of the 18th January last, you hold the following language:

"From the moment this expedition was authorized by Congress, I considered that, as its dangers, fatigues, and hardships were to be borne by the officers of the navy, they ought to participate largely in its advantages and honours; and that, in all cases in which, from their literature and science, they were competent to the task of promoting the great objects of the expedition, they were to be preferred to citizens equally competent, but not subject to like responsibilities."

Although I deemed the language here used was put forth rather to foment jealousies between the officers and the naturalists, or other citizens to be employed, than as an exposition of a rule by which, from a high sense of duty, you felt constrained to act; and while I cannot but repudiate the invidious distinctions, untrue in fact, which you have drawn between the labours that the members of the expedition, naval and civil, will respectively be required to perform, as well as the supposition that the honours which the one class might acquire could, with liberal minds, disparage the just pretensions of the other; yet, in this case, I think the navy would have some ground for complaint should the overshadowing appointment of an astronomer be made, unless practical results can be expected from his services. On this point I have doubts, and I state them for your consideration without any unbecoming confidence in my own opinion.

I should, however, be gratified to see you point out what astronomical calculations can possibly be performed which will not fall within the province of the nautical department, and which practical navigators are not most likely to make with accuracy. Have you reflected upon the means indispensable to the success of purely astronomical inquiry? Are you prepared to ask of Congress the funds for erecting an elevated stationary observatory for the permanent adjustment of costly and complicated instruments, without which an astronomer can do little or nothing? Have you taken into consideration the time which must be uninterruptedly devoted at one place to comparative observations of the celestial bodies as they move in the hemisphere? Or do you believe these observations can be prosecuted on shipboard underanged by the
unsteady oscillating motion of the vessel? If you have not thought of these things, ay, and provided for them also, the appointment of an astronomer really appears to me little less than ridiculous, and will certainly expose you to the sneering charge of having made a pompous preparation in vain, and for an object impossible to be accomplished.

Indeed, there would be something of vain assumption and dangerous temerity in making such an appointment, even if the astronomer were to be left for several years upon a sequestered island or inland mountain to pursue his studies, with the best apparatus the world could afford, and corresponding experience and learning; for it cannot be forgotten that the most eminent living astronomer, surrounded by every facility that a nation uncalculatingly munificent in the cause of science could supply, has been devoting four or five years to the stars of the southern hemisphere, and has not yet made known any results to serve as a guide to a competitor in the same arduous field. There is not a constellation, nor is there a single star, which could be seen by this expedition in the highest southern latitudes at which it might arrive, that has not been already seen by Sir John Herschel at the Cape of Good Hope. The cost to the British government of his astronomical researches alone will not be less than half a million of dollars.

Sir, nothing can be done in this voyage of exploration towards mapping the heavens. Neither the means allowed nor the nature of the enterprise admit of such results, and the addition of an astronomer to the scientific corps will, in my opinion, be found, in practice, worse than useless.

The department of physical science, or natural and experimental philosophy, is already filled. The naval officers of the squadron are qualified to perform the hydrographical labours which appropriately belong to their profession. If these are not to be a portion of their duties, then what did you mean by alluding to the "labours, hardships, &c. ?" If they are to be so considered, should not those who render the service receive the credit? But, sir, I will go still farther, and say that the hydrographical operations can be conducted only by the naval officers. This will become apparent when you reflect that the vessels, while surveying a group of islands, will frequently be separated from each other,
and that the positions of different members of the cluster must be defined by the officers of the respective vessels. These observations, when reported to the commander on board the frigate (which will be the depot of all reports, naval or civil), can, by the aid of skilful draughtsmen, be reduced to regular and consecutive charts; and this will be the continual process throughout the duration of the voyage.

I must now take my leave of you for the present, and, with the addition of one more letter, may probably close altogether. Though, as I promised in the beginning, I have written you freely in these letters, you have no just cause of complaint. If, in the exposition I have given of some of your official acts, there has been some occasional appearance of severity, you know full well that they were, in comparison, but as the dewdrops of mercy to what I might have said had I gone into an examination of your doings throughout the entire history of the naval equipment of the squadron, as well as in reference to other points passed by with out remark or allusion. For the opinions advanced and facts stated I am alone and singly responsible; and if they be controverted, I hold myself at all times prepared to give my reasons for the former and my proofs of the latter.

I have the honour to be

Your obedient servant and fellow CITIZEN.

New-York, July 28, 1837.

DEFENCE OF THE SECRETARY OF THE NAVY.

We give place, and a prominent one, most cheerfully to the following defence of the secretary of the navy against the censures of our correspondent "Citizen." "A Friend to the Navy," maintaining the anonymous himself, must, however, allow the same privilege to his interlocutor, and will excuse us for erasing a name which he uses apparently with invidious purpose.—Editor of the New-York Times.

I.

As statements calculated to mislead the public mind upon the subject of the South Sea exploring expedition are published in the Times under the signature of a "Citizen," you will no doubt cheerfully afford an opportunity, through the same medium, of
correcting those statements by a narrative of facts not generally known, and which must be understood before any just opinion can be formed of the charges exhibited by this citizen against the secretary of the navy.

In consequence of a report of Lieutenant Tattnall, on his return from a cruise to the coast of Mexico in the Pioneer, one of the barks which had been constructed for the South Sea surveying and exploring expedition, that she was unfit for the service; and from reports from various quarters that the schooner Pilot, built for the same expedition, was a dull sailer, as well as an unsafe vessel, Commodore Jones was instructed to make an experimental cruise with the Pioneer and Pilot, together with the bark Con- sort, in order to ascertain how far those vessels might be considered as safe and proper for this expedition. After an absence of eight days Commodore Jones returned and reported favourably of the vessels, but recommended that they should be taken into drydock and examined; in consequence of which, Commodores Chauncey, Morris, Warrington, Patterson, and Wadsworth were appointed commissioners to examine into the condition of those vessels, and further to inquire whether the exploring squadron could not be reduced in number of vessels and men with advantage to the country, and without prejudice to the great objects of the expedition.

This measure has excited the rage of this "Citizen," who, in your paper of the 29th of June, and of subsequent dates, comes out in a virulent attack upon the professional character and conduct of the secretary of the navy, accusing him of a total neglect of duty in promoting the expedition, and of being governed by motives of hostility to the measure. He further accuses him of a wish to defeat the enterprise by reducing the squadron to a smaller compass, and of deceiving the commissioners as to the great objects of the expedition.

This angry "Citizen" is, no doubt, Mr. ——, who has succeeded in producing an impression through the country that this is his expedition; an impression much strengthened by the publication, in October last, of his address, delivered on the 3d of April of the last year in the hall of the House of Representatives before members of the two houses of Congress and others, together with letters addressed to him on the subject of this expedition, in
which he is exceedingly magnified, especially in one from Captain T. Ap C. Jones, since appointed commander of the squadron, who considers him the originator of the voyage; and to whom, with reference to this expedition, he addresses this language: "Who can bring so much valuable knowledge, derived from various sources, some of which you alone have been permitted to draw from as you could? I mean not to flatter when I say, not another who is a citizen of the United States." So that Commodore Jones looks up to Mr. —— as possessing so much valuable knowledge upon the subject of the exploring expedition, that he has no equal among the citizens of the United States. How far this superior knowledge is to influence Commodore Jones in directing the movements of the exploring squadron remains to be seen.

Mr. ——, in his address, page seventy-four, says, "the amount of this power is a question upon which there can be but little difference of opinion among those thoroughly acquainted with the subject; the best informed are unanimous in their opinion that there should be a well-appointed frigate and five other vessels; twice that number would find enough, and more than they could do."

Here is the origin of the plan of six ships for this expedition, and one of them a frigate. Such a force as never yet went upon such an expedition.

Such was the force required by Mr. ——; such is the force Commodore Jones now requires, and without which he considers the expedition cannot be complete or effective. But what are the words of the act authorizing the expedition?

"That the President of the United States be, and he hereby is, authorized to send out a surveying and exploring expedition to the Pacific Ocean and the South Seas, and for that purpose to employ a sloop-of-war, and to purchase or provide such other smaller vessels as may be necessary and proper to render the expedition efficient and useful," &c.

It was to the representations of Commodore Jones that less force than one frigate of the second class, two barks, a store-ship, and a schooner, would not answer the purposes of the expedition, that President Jackson consented to the employment of so large a force. It is idle to pretend that the plan of five vessels originated
with him. He, in fact, wanted no greater force than would meet the just views of Congress and the expectations of the public.

The secretary of the navy, in his annual report of the third of December last, makes the following statement to the president:

"When, at the commencement of the last and preceding sessions of Congress, it was recommended that a considerable addition should be made to the number of ships in commission to meet the exigences of the rapidly-increasing commerce of our country, it was perceived that, should the measure be adopted, as it has been, by the liberal appropriations of Congress, it would be necessary to adopt, at the same time, measures for increasing the number of our seamen. The most obvious means of accomplishing this object was the one recommended, of enlisting into the service of our navy boys over the age of thirteen and under the age of eighteen, until they shall arrive at the age of twenty-one years. A bill for this purpose has been before the Senate for the two last sessions, which, it is confidently hoped, will become a law during the approaching session of Congress. In the mean time, as a larger number of seamen is required for the merchant service than usual, and as there is at present actually in the naval service of the United States one fifth more seamen than were employed three years ago, and a greater number than has been employed at any time within the last fifteen years, some difficulty must necessarily exist in recruiting seamen required for immediate service.

"The terms of service of the seamen on the Pacific and Brazilian stations are about to expire. Those on the Pacific station have been ordered home, but will not probably arrive before the middle of January next. In the mean time the North Carolina is ordered to that station, requiring immediately a large number of seamen, and Captain John B. Nicholson has been selected to sail in the razee Independence, to relieve the commander on the coast of Brazil, who, when relieved, will return with the seamen belonging to his station. The Independence will require a large number of seamen to complete her crew. Besides, it is important that each of these ships should be attended by one or two smaller vessels; but this is impracticable in the present state of the service.

"It will easily be perceived, therefore, that the force wanted for
the protection of commerce exceeds the means of supply which this department can immediately bring into operation. When, therefore, on the 18th of May last, it was provided, by an amendment to the general naval appropriation bill, that the President of the United States should be authorized to send out a surveying and exploring expedition to the Pacific Ocean and South Seas, I considered it impracticable to fit out this expedition in a manner to meet the views of Congress under eight or nine months without a serious injury to other branches of the naval service.

"The only insurmountable difficulty, however, in my opinion, was the recruiting the requisite number of seamen in three or four months without interfering with arrangements already made for sending ships to the Pacific and Brazilian stations, and for sending an additional force to the West Indies.

"As, however, it was your earnest wish that the intentions of Congress in authorizing this measure should be carried into effect with the least possible delay, and that the expedition should be fitted out upon the extensive and liberal scale which the indications of public opinion seemed to require; and as the officer, Captain Thomas Ap. Catesby Jones, selected for the command of the expedition, gave assurances that the difficulty of obtaining seamen could be obviated by giving him power to have them recruited under his immediate superintendence, and for this particular service, it was determined to make an extraordinary effort to accomplish these objects.

"Every facility consistent with the rules and regulations of the navy was offered to Captain Jones for recruiting seamen in the manner he proposed; and measures were immediately adopted to have one frigate of the second class, one store-ship, two barks, and one schooner, all which he considered as indispensably necessary to the success of the enterprise, prepared without delay. The frigate and store-ship, which were on the stocks when this measure was adopted, have been furnished and equipped, and are now receiving their crews; and the other three vessels have been entirely built and equipped for sea. The whole have been finished in the most substantial manner, and adapted to the particular service for which they are destined. These vessels will sail to Norfolk to complete their crews, take in their stores, and to await further orders.

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To prevent any delay that might arise from the want of mathematical, astronomical, and philosophical instruments, books, maps, charts, &c., required for the expedition, Lieutenant Wilkes, of the navy, was sent to Europe, and sailed from New-York on the 8th of August last, to make the necessary purchases; in which he has been successful as to the greater part of the articles wanted. For some instruments, however, he has been under the necessity of waiting until they can be manufactured. His return is expected about the middle of this month.

It is believed that every proper exertion has been made to recruit men for this service, but without the anticipated success; no more than about two hundred, according to the returns received, being as yet recruited; and, as Captain Jones requires five hundred and eighteen petty officers, seamen, ordinary seamen, boys, and marines, together with eighty-five commissioned and warrant officers, for his squadron, it is evident that a considerable time must yet elapse before the expedition can be ready for sea.

Recruiting seamen for a particular service may be attended with great inconvenience, and should not be adopted but upon the most urgent occasions, such as that of the exploring expedition was conceived to be. If the exigences of the government should require of such recruits service different from that for which they were enlisted, discontent, and even mutiny may be apprehended. Besides, this mode of recruiting cannot but interfere with the recruiting for the general service; and, in the present case, the order to recruit for the exploring expedition has made it necessary to adopt the same mode of recruiting for the crews of the vessels about to sail for the Pacific and Brazilian stations.

Recruiting for three distinct objects of service at the same time, while the usual recruiting for the general service is continued, cannot but retard the whole, and compel us to keep in receiving vessels a much larger number of recruits, constantly disposed to desert, than would be required, if recruited, for the general service alone.

Although the number of recruits is small for any one of these objects, yet, in the aggregate, the number is quite as great as should be expected, when we consider the unusually great number of seamen now in the naval service of the United States, and the great demand for them in the merchant service.
"Although the return of the public vessels now ordered to the United States will, to a considerable extent, furnish men for future service, yet sending out so large a force as that required for the exploring expedition, to be detained for the term of three years, cannot but be felt as a serious inconvenience in fitting out the number of vessels wanted for the immediate protection of commerce."

From this it appears that Commodore Jones, appointed to the command of the exploring squadron, deemed one frigate of the second class, one store-ship, two barks, and one schooner, as indispensably necessary to the success of the enterprise; on which measures were immediately adopted to have these vessels prepared without delay. This report the president laid before Congress.

On the sixth of February last the secretary of the navy made a report to the president, in which he states that,

"In answer to the resolution of the House of Representatives calling for information as to the progress which has been made in the arrangements for the surveying and exploring expedition authorized at the last session of Congress, and of the objects and measures to which said expedition is to be devoted, &c., and which, on the fourth instant, you referred to this department, I have the honour to state that, in my annual report of the third of December last, I gave a brief outline of the progress that had been made in the arrangements for this expedition up to that time; which may be found in document number two of the House of Representatives, pages 444, 5, and 6, together with a report of the commissioners of the navy of the measures which had been taken to carry the same into effect, and an estimate of the amount that will be required for the support of the frigate Macedonian, the store-ship Relief, the two barks Pioneer and Consort, and the schooner Pilot, to be employed on this expedition for one year, which report and estimate may be found in pages 484 and 485 of the same document.

"The resolution referred to requires further information than was contained in my report, as also what progress has since been made in these arrangements.

"The great objects of this expedition, as understood by this department, are to explore the seas of the Southern Hemisphere,
more particularly in the high latitudes, and in the regions as near to the pole as may be approached without danger; to make in these regions thus to be explored all practicable surveys and observations, with accurate descriptions of the same, connected with geography or hydrography, by which the interests of commerce and navigation may be promoted; and to make all such researches as the opportunities of the expedition will afford, to advance all branches of science which have attracted the attention of the governments of Europe in fitting out vessels for survey and discovery.

"In the beginning of July last your wishes to carry into effect, to their full extent, the views of Congress in authorizing this expedition, induced you to make it a subject of immediate consideration and action.

"Captain Thomas Ap. C. Jones was selected to take command of the expedition. The offer to take this command was made to him, and accepted on his part.

"The confidence placed in this officer, which led to his selection for this important command, seemed to require that he should be consulted as to the number and size of the vessels, and of the vessels, and of the amount of force, of which his squadron was to be held in a high degree responsible for the success of the expedition.

"He was of opinion that one frigate of the second class, one store-ship, two barks, and one schooner, were indispensably necessary to the success of this object.

"In accordance with this opinion, the most prompt measures were adopted for preparing and fitting for sea the vessels required.

"Captain Jones was instructed to visit the different navy yards in which the vessels for his squadron were to be built and prepared, and to make such suggestions as he should think proper as to the manner of building and preparing the same, and to which the commandants of the yards were directed to conform.

"As, at the time of passing the act authorizing this expedition, it was necessary to take immediate measures for relieving our squadrons on the Pacific and Brazilian stations, as well as to send to the Gulf of Mexico a considerable force in addition to that previously sent there, it was evident that the requisite number of seamen for this expedition could not be recruited without ex-
traordinary exertions. Measures were therefore taken to recruit men for this particular service under the direction and super-
intendence of Captain Jones, and Lieutenants Tatnall, R. R. Pinckham, Purviance, and H. W. Morris were ordered to report to him for service in recruiting for this expedition; and others were subsequently ordered for the same service. It is believed that due diligence has been exercised by the officers on this service to recruit the requisite number of men, but without the success that had been anticipated. This is partly owing to the necessity of recruiting at the same time for the Pacific, Brazilian, and West India stations; and of the five hundred and eighteen seamen, ordi-

nary seamen, landsmen, and boys required for the several ves-

sels of the exploring squadron, no more than two hundred and forty-eight have been yet recruited, as by the last returns.

"The difficulties, however, which have retarded the recruiting for this expedition are nearly obviated; and it is confidently hoped that in a short time there will be sufficient numbers re-
cruited to complete the crews of all the vessels of the squadron."

This report was transmitted to the House of Representatives with an expression of a wish, on the part of the president, that all facilities might be given to the exploring expedition that Congress could bestow and the honour of the nation demand.

If the objects of the expedition indispensably required the em-

ployment of five, or even six ships, and the honour of the nation demanded the employment of so large a force, then was Presi-
dent Jackson in favour of it, not otherwise.

Congress in February last made appropriations under which five ships might be employed on this expedition, but did not re-

quire that so large a force should be employed unless, agreeably to the condition of the act authorizing the measure, such force should be necessary and proper to render the expedition efficient and useful. The appropriations do not require the needless ex-

penditure of money; nor do they in the slightest degree interfere with the propriety of reducing this force, if the interest of the country should require it.

The character of the expedition has not been changed; it was originally a surveying and exploring expedition, and is so still.

By the reports cited it will appear that there was extreme dif-
ficulty in extending to our commerce all the protection due to it,
and which the interest as well as the honour of the country demanded should be attended to in preference to the exploring expedition.

In the years 1836 and 1837 more has been required and more has been done for the protection of commerce than in any other two years since the late war.

Before the required number of seamen could be recruited for the exploring expedition, it was discovered that the bark Pioneer was unfit for the service for which she was intended; and the bark Consort and the schooner Pilot were considered as less fit for the service than the Pioneer; at least, such was the prevailing opinion among the officers of the navy.

The secretary of the navy is not to be charged for the want of success in recruiting seamen for the expedition; and surely he is not to be held responsible for the condition in which the vessels built for the expedition are found. But he will be held responsible to the country if he suffers these vessels to go on the expedition without a thorough examination. For such an examination appropriate measures were adopted. Delay must ensue; but this is unavoidable. Delay in our ports is to be preferred to disaster abroad.

The great offence on the part of the secretary is, that the commissioners have been instructed to inquire whether the exploring squadron may not be reduced in number of vessels and men with advantage to the country and without prejudice to the great objects of the expedition.

If such a reduction can, it is highly expedient that it should take place in the present situation of the country. The exigences of our commerce are such as to render it highly improper to send out a larger force for the purpose of survey and exploration than may be absolutely wanted for those particular objects. Procuring the large amount of specie that will be wanted for this entire squadron, especially if it is to be increased by the addition of another ship, now required by Commodore Jones, will create much embarrassment. This difficulty was not foreseen at the last session of Congress; and the circumstance, which is now apparent, that we shall lack revenue for the exigences of government in the coming year, would justify the inquiry if there might not
be some reduction in the million and a half of dollars which this exploring expedition is about to cost us.

The "Citizen" accuses the secretary of the navy of deceiving the commissioners as to the objects of the expedition.

The objects stated to the commissioners are the same as were stated in the report of the 6th February, laid before the House of Representatives, and not disapproved of by them.

The commissioners were informed that the cruise of the exploring expedition would continue three years; that its objects would be chiefly to explore the oceans and seas of the Southern Hemisphere, more particularly in high latitudes, and in regions as near the pole as may be approached without danger.

That some portions of the Pacific north of the equator might probably be visited by the squadron, or some part of it.

That the scientific corps to be attached to this expedition would consist of from fourteen to eighteen individuals, whose duty it would be to make in the regions to be explored all practicable surveys and observations of the same, with such accurate descriptions and drawings as may be most useful for the purposes of navigation and commerce; and to make such researches as the opportunities of the expedition would afford in all branches of science, which have attracted the attention of the governments of Europe in fitting out expeditions of a like character with this.

Surely this embraces enough for the consideration of the commissioners, whose professional experience enables them to determine with accuracy what is meant by the terms surveying and exploring expedition.

The duties to be performed under the commander of the squadron will be pointed out to him in detail in his final instructions, but need not be communicated to the commissioners.

The "Citizen" thinks the vessels of this squadron should have been sent out long since, fit or unfit for the service, for he says the expedition should "now be doubling the cape, and every one engaged in the enterprise full of hopes of having immediate opportunities of fulfilling their country's expectations."

Now, although it is very pleasant weather here in June and July, it is quite the reverse at Cape Horn; it is winter there, and the officers of the navy would prefer a different season for doubling the cape. if a "Citizen" will permit them.
How much time will be required for making the alterations which may be found necessary in these vessels is uncertain; probably not more than a few weeks. The requisite number of seamen are recruited; and unless there should be difficulty in commanding the service of officers upon this expedition, it may leave the United States in time for doubling Cape Horn at the most favourable season of the year.

A FRIEND TO THE NAVY.

July 31, 1837.

II.

The facts stated in my former number show that the difficulty and delay of recruiting seamen for the exploring expedition were not to be attributed to the secretary of the navy, nor was he to be charged with the delay occasioned by the necessity of having a thorough examination of the two barks and schooner built expressly for the expedition. But the "Citizen" accuses him of being opposed to the bill authorizing the expedition.

There has probably been no secretary of the navy who would not have gladly engaged in sending out an exploring expedition, if it could be done in accordance with his own views, and without embarrassing him in the performance of other official duties of more immediate importance and of higher responsibility.

In 1836 the duties to be performed by the navy for the protection of commerce, and which the honour of the nation required should be attended to in preference to all others, exceeded the means of the navy department, as appears by the published extracts from the secretary's reports; and the imposition of new duties in fitting out an exploring expedition could not fail to increase the difficulties of his situation, without relieving him of responsibilities, which effect they have had, to the most serious injury of the service. It is not strange that the secretary should feel opposed to the imposition of new duties at a time of so much difficulty; nor is it strange that he should be opposed to the manner in which the provision for the exploring expedition was introduced into the general appropriation bills for the navy.
Early in the session this bill had been sent from the House of Representatives to the Senate; there an amendment was proposed authorizing this expedition; and there it remained, loaded with this rider, until nearly the time of passing the bill on the 18th of May, 1836, more than five months after the commencement of the session, and when the naval service was greatly embarrassed for want of the appropriations; for not a dollar had been appropriated for this service from the beginning of the session until this time.

Much delay has taken place in consequence of the condition of these vessels; but all difficulties as to the vessels can be removed in time for sending out the expedition so as to double Cape Horn at the most favourable season of the year. The two barks can be so altered as to make them fit for this service, and the schooner, should the officers place no confidence in her, can be left, and another substituted; and even the additional ship which Commodore Jones now requires can be procured, should it be deemed necessary.

There is, however, a serious difficulty in the case not mentioned by the "Citizen," but produced in no small degree by himself, which requires examination: that is, the general disinclination, on the part of the officers of the navy, to engage in this expedition, which arises, in part, from an impression that this is considered the expedition of an individual rather than of the country; and from the circumstance that two meritorious and scientific officers were excluded from the command of two of the smaller vessels of the squadron.

The officers of the navy are probably afraid that, from the published opinions of various distinguished gentlemen of the transcendent claims of Mr.——, that he will have an undue influence in the movements of the squadron, as that of doubling Cape Horn in June and July; approaching too nearly to the verge of this said opening of sixteen degrees around the pole, or some other movements to test the truth of his strange theories.

These fears have not been removed by the displays of science in Mr.——'s published address, in which he informs the world that "the great improvements in mathematical instruments have made the path of the mariner in the darkest night, and amid rush-
ing tempests, as easy to be attained and followed as the paved streets of a populous city." Page 16.

That "in every part of the earth's circumference where a keel can go our countrymen are to be found gleaning the molluscosous treasures from the coral reefs in equatorial climes," &c. P. 24.

That "what men can do they (American seamen) have always felt ready to attempt; what man has done it is their character to feel able to do; whether it be to grapple with an enemy on the deep, or to pursue the gigantic game under the burning line with an intelligence and ardour that ensure success, or, pushing their adventurous barks into the high southern latitudes, to circle the globe within the antarctic circle, and attain the pole itself; yea, to cast anchor on that point where all the meridians terminate, where our eagle and star-spangled banner may be unfurled and planted, and left to wave on the axis of the earth itself!" P. 99.

This address contains many other passages equally delectable and instructive.

It is certainly news to the naval officers that the improvements in mathematical instruments have made the path of the mariner in the darkest night, and amid rushing tempests, as easy to be attained and followed as a paved street in a populous city. This would be extremely consoling to them could they believe it. But, as this information is so far in advance of anything ever said or thought of by Laplace or Bowditch, the officers must be excused for believing that Mr. —— was practising upon the credulity of his audience, or that he was totally ignorant of the subject upon which he was speaking. Our officers will also be surprised to hear that in every part of the earth's circumference where a keel can go our countrymen are to be found gleaning molluscosous treasures from the coral reefs in equatorial climes. As our keels can go into Hudson's Bay and Behring's Straits, our countrymen must be there, according to Mr. ——'s information, gleaning molluscosous treasures—and from coral reefs too—and those reefs of equatorial climes, whether abounding in molluscosous treasures or not.

From Mr. ——'s flourish of circling the globe within the antarctic circle, yea, of casting anchor on the point where all the meridians terminate, and of leaving the star-spangled banner to wave on the axis of the earth itself, which he, no doubt, considers
a huge flagstaff, it would appear that he has renounced his former theory of a great opening of sixteen degrees at the pole; that is, if he is in earnest in his plan of leaving the American flag to wave on the axis of the earth, of which there is some doubt.

The extravagances of Mr. —— have created many difficulties in fitting out this expedition; yet all these can be obviated if he will be content with the distinguished and lucrative situation assigned him in the same, and not ostentatiously and offensively attempt the direction of the enterprise, to the great annoyance of officers who have entered the navy with hopes of distinguishing themselves in battle for their country, and who have no ambition to engage in the service now proposed for them under his auspices.

Respect is due to the pride and feelings of gallant officers of whom unusual, unexpected, and subordinate duties are required.

On this expedition much time must be spent in collecting and examining subjects of natural history; much time must be spent in tracing the shores and dredging in the deep seas in search of new and undescribed animals. By these labours great additions will be made to science highly interesting to the gentlemen engaged in making discoveries, and highly honourable to the country, but somewhat irksome to officers performing a subordinate part in these operations, and who aspire to service more properly belonging to their professional duties.

To such labours and discoveries no more force should be applied than what is absolutely necessary.

In other countries exploring expeditions are fitted out, but generally on a small scale.

Among the most splendid exploring voyages of modern times is that of the Astrolabe, a corvette of eighteen guns and a crew of eighty men.

Two ships would be quite enough for the purposes of survey and exploration on this South Sea expedition, and an additional vessel for the search of wrecked mariners.

Five ships and six hundred men cannot be wanted for any purpose whatever necessarily connected with the expedition, not even for the purpose of gleaning molluscous treasures from coral reefs, in which it seems our countrymen are engaged wherever a keel can go.
The country wishes to see an exploring expedition fitted and sent out commensurate with the proper objects of such an expedition, and no greater. It does not wish to pay a million and a half of dollars for what, at most, should cost half a million; and, especially, it does not wish to send out the specie that will be required for the expedition on the magnificent scheme of Mr. ———, at a time like this, when the specie wanted for the indispensable exigences of the navy can with the greatest difficulty be procured.

If the secretary of the navy had thought himself authorized to send out the exploring squadron in preference to providing for the Pacific, Brazilian, and West India stations, which he certainly did not, yet he could not have sent out the number of ships required by Mr. ———, as they are not prepared for service, nor will they be for some weeks to come; and yet, on the part of the secretary, there has not been a moment's delay in having those vessels prepared for sea. The delay, if any, is to be attributed to some other quarter.

A FRIEND TO THE NAVY.

August 1, 1837

CITIZEN'S LETTERS.

VII.

To the Honourable Mahlon Dickerson, Secretary of the Navy.

SIR,

The sagacious Prince of Idumea, the patient Job, once said, "Oh! that mine enemy had written a book;" the true interpretation of which is, Oh! that mine antagonist would put his arguments in writing; he has, thank God, done it in this case. Yes, sir, you have at length been aroused. The voice of public censure has reached you, while but a single individual has been found to file for you a plea of not guilty before the bar of public opinion. The Times of 31st July and 1st of August contains his productions over the signature of "A Friend to the Navy;" which, for the sake of consistency, and in order to leave a more faithful record for the
future, had more properly been simply "your friend" or "an enemy to the navy."

When I cast my eyes cursorily, for the first time, over these "delectable" productions, I could not help feeling deep commiseration for you, that so long a life of patriotic, liberal, and enlightened services to your country—of which, unfortunately, but few records have been preserved—and especially the several years you have occupied—I cannot say filled—the chair of your official predecessors, watching with more than paternal solicitude over the naval concerns of the country, infusing into all their branches a due proportion of your own energy and decision, and inspiring the officers by your own illustrious example with a liberal and harmonious spirit of action; I say, remembering all these things, I could not avoid feeling commiseration that no abler pen had been employed in the doubtful task of rescuing your official character from obloquy. I could not but ask myself, where is the chivalry of the navy, that it does not rally round its great head and pattern in this his hour of need?

In looking over, for the second time, what "A Friend to the Navy" had put forth in your defence, I must own I had some misgivings as to who that "friend" might be. I began strongly to suspect that he was no friend, but an enemy, to you as well as to the navy, who had assumed the mask of friendship for the malignant purpose of rendering you ridiculous in the eyes of your countrymen by the very puerile, evasive, and disconnected style he had adopted in attempting to sustain you. This impression was further strengthened by the fact, apparent to every reader of his articles, that all the charges I have preferred against you were, substantially, admitted; while the whole scope and tenour of the language used manifested more decided hostility to the expedition than had been openly avowed in any previous communication of your own. I intend to have an extra number of these articles struck off, as, whether prepared by a friend or a foe, they serve to confirm everything I have said in my letters with regard to you, and such were my second impressions; they did not, however, last long.

When I began to compare the effusions of "A Friend to the Navy" with the extracts from your official reports, inserted by him in the way of filling up your defence, and noticed their striking
similitude in style and language, the familiarity with which reference was made to reports and instructions not yet made public, together with certain allusions to doings and intentions of the department which could be known to yourself alone, I could not help imbibing the belief, here quite current, that the author or "Friend to the Navy" was a personage high in place, who spoke as one having authority. This circumstance, I thought, might elevate to the dignity of deserving a notice compositions which, without such adventitious aid, were absolutely beneath criticism, and could only be attributed to a high source by supposing the incumbent utterly incompetent to discharge the important duties of his station.

This is a melancholy reflection, and no less melancholy is the task of noticing at all the defence of such a champion of the honourable secretary of the navy.

"A narrative of facts not generally known" is promised in the beginning by your defender. Has any narrative been given, sir, which impairs the force of the charges I have brought against you; charges of which the justice is felt and acknowledged by all who have had anything to do with your department or an opportunity of seeing your tardy, insincere, and reluctant action in fitting out the expedition?

Why was your defence, in point of time, commenced from the late period when Lieutenant Tatnall returned in the Pioneer from the coast of Mexico, ten months after the passage of the bill, and more than eighteen months after you had set your mighty energies to work for the purpose of preventing the expedition being authorized? What was your official action in the premises during that period? Why has not this point been met and explained away? Sir, do you suppose the community blind? Do you flatter yourself that you can roll back, even assisted by the puissant arm of "A Friend to the Navy," the current of public reprehension which your official career has called down upon you? Make the effort, sir, and preserve yourself if you can.

The Pioneer was reported unfit for the expedition, and Commodore Jones, at his own request, was directed to make an experimental cruise. That cruise was made, and its result inspired the commander with confidence in his vessels, or, as you say, he "reported favourably of the vessels." I have seen a letter written
by you after receiving that report, wherein you write, "The report of Commodore Jones is extremely discouraging." Put this and that together; but let it pass.

It was recommended that the vessels go into drydock. This was a godsend to you. The occasion was seized upon, and made a pretext for the appointment of a commission extraordinary, although Commodore Jones had returned and "reported favourably." How did you speak of this report when first received? Did you then say it was favourable? I apprehend not; at any rate, accident has placed before me a letter, to which I have already referred, in which you speak of this same report as "extremely discouraging!"

Of this board: the obvious motive for its appointment; the extraordinary character of the instructions you gave for the guidance of its action; the consequent duties you expected it to perform, are subjects which have all been sufficiently discussed in my preceding letters, and demand but a short incidental notice here. Not to look into the condition of the vessels only was the commission opened, but to assume, to a certain degree, legislative power; to undo what Congress had directed should be done, and which you, with all your hostility to the expedition, had not the moral courage to contravene; in short, to reduce the force authorized. Why was not Commodore Jones appointed a member of the board? Was he not deeply interested in the examinations and decisions to be made? Were you apprehensive that he would expose the insidious character of your instructions, by showing the members of your commission that you had now assumed new ground and adopted opinions directly at variance with those you had previously professed to entertain? Had you forgotten, or was it inconvenient to remember, what you had said of that officer in your famous report of April 6, 1837? If you had foreseen your present predicament, you would never have penned the following sentence: "The confidence placed in this officer (Commodore Jones), which led to his selection for this important command, seemed to require that he should be consulted as to the number and size of the vessels, and the amount of force of which his squadron was to consist, as he was to be held in a high degree responsible for the success of the expedition." A liberal and just sentence this, but only written for effect, not for action, as your
recent course has abundantly proved. You acknowledge that the commander, inasmuch as he was to be held in a high degree responsible for the success of the expedition, ought to be consulted on the force to be employed, and afterward to exclude him from a board instructed to decide on this very point. Do you imagine, sir, this shallow device was not fully understood; or do you suppose there is a man of intelligence in the country, who has paid the slightest attention to the subject, who believes that an honest solicitude for the success of the enterprise was your motive for convening this board, under the instructions it received? Did you not expect, sir, that it would report as a packed jury would decide; and have you not been previously disappointed by the recent decision against you? Can you deny it? Yes, you may, probably will do so; but you cannot conceal, even while making the denial, the keen and bitter disappointment ranking within that this, your great last move, has been defeated, leaving you once more naked, alone, and unsupported in your plans to destroy the efficiency of the expedition; or at least proving that, if you had supporters, they did not choose to compromise themselves by publicly agreeing with you, under circumstances so well calculated to call in question their patriotism and sense of public duty. Thus discomfited, worsted, and overruled in all your machinations; required by the present as well as by the late executive to go on and do your duty, and that speedily, you have at last, with something like an "extraordinary effort," put the preparations in a state of progress. The falling off in the revenue, with the immense and ruinous amount of specie which the squadron will require, are points from which you still entertain some lingering hopes. I will examine the piteous wailings of "A Friend to the Navy," and pledge myself to show that he is as uninformed upon the latter subject as you have chosen to remain of the true purposes of the expedition. For what end is a heavy amount of specie needed by the squadron? If it touch at Lima or Valparaiso, we have naval stores and a navy agent at both those places; and there bills on the United States command a premium. In the purchase of refreshments at most of the islands specie is unnecessary, inasmuch as all the provisions furnished by the natives are to be procured in exchange for our domestic manufactures (implements of industry, &c.), which will leave the money at
home, instead of expending it in foreign ports, as is done by the rest of our squadrons. Sir, I do not hesitate to say that the specie requisite for this expedition will not amount to one third the sum required for a similar force on any of the regular foreign stations; and, moreover, if the purpose of the expedition be to reach the South Pole, or near it, what, in the name of common sense, would be the demands for specie there? To bring such an argument against the enterprise shows that "A Friend to the Navy" must have felt himself at a nonplus in seeking feasible apologies for your conduct.

Let me see, sir, what is the next point to be noticed? The law authorizing the expedition. This must be examined, as "A Friend to the Navy" has been wildly extravagant in his interpretation of its meaning, and has made an effort to shield your late illegal proceedings by his palpable misconstructions. The frequency with which he refers to this law shows that he relies mainly on its authority in attempting your vindication. I own that on this point his arguments are by far more specious than on any other connected with the subject; nevertheless, his conclusions are unsound, and in no respect warranted by the act from which they are deduced. The words of the law are:

"That the President of the United States be, and he hereby is, authorized to send out a surveying and exploring expedition to the Pacific Ocean and South Seas, and for that purpose to employ a sloop-of-war, and to purchase or provide such other smaller vessels as may be necessary and proper to render the expedition efficient and useful," &c., &c.

Now it is important to bear in mind that the committee on naval affairs in the Senate drew up a very able report, setting forth the great objects of the expedition, to which was appended the bill from whence the above extract is made, as the authority under which the executive was to act in carrying the will of Congress into effect. When did this bill become a law? At the first session of the last Congress. What was the language of the report in reference to this law? Let us see.

"The committee think it (the expedition') ought to consist of two vessels of about two hundred tons burden for exploration, one of about one hundred tons as a tender, and those accompanied
by a sloop-of-war to afford protection, and to secure peaceful and friendly relations with the inhabitants of the islands.

"But the committee do not think it necessary to prescribe in the law which may be passed either the dimensions or character of the vessels, or the number and qualifications of the persons who shall be employed; nor can they exhibit by precise estimates the exact sum which shall be expended. These are matters which must, to some extent, be left to the discretion of the executive, who will carry the will of Congress into execution."

In this clear and explicit form did the subject come before the executive, to whom a discretionary power was intentionally and very properly granted. Had there been any doubt as to the intent of the law, the report of the committee afforded an ample interpretation.

That report speaks of the smaller vessels for "exploration, and a sloop-of-war as protection, and to secure peaceful and friendly relations with the inhabitants of the islands," but you contend, indeed, I have heard you avow, that you would not look at the reports or to memorials as setting forth the intentions of Congress and the objects of the expedition.

You sometimes, however, do things which you have previously declared you would not do. For the purposes of protection the president had authority to order a frigate on what service he chose, without the sanction of this bill. Will you, or "A Friend to the Navy," have the goodness to put into print the statement, that the president, when he gave directions for the Macedonian to be prepared for the expedition, did so with the view that she should only go near the South Pole, and that the protection and security of our commercial interests in the Pacific had nothing to do with his decision. No boxing the compass, "Mr. Friend to the Navy," come to the point at once.

"But," says "A Friend to the Navy," "it is idle to suppose that the plan of five vessels originated with him" (the late president); "he, in fact, wanted no greater force than would meet the just views of Congress and the expectations of the public." Very true, most wise and learned judge; and I should like to be informed who ever desired a greater force than would "meet the just views of Congress and the expectations of the public?" Here I make another point, and ask for an explicit answer.
Again: does "A Friend to the Navy" wish to be understood as saying that the force which the president did sanction was too large to "meet the just views of Congress?" In replying to this query let there be no evasion. Answer; did the late executive authorize a force too large for the purposes of the expedition as set forth in the proceedings of Congress? I wish to see if "A Friend to the Navy" will dare to do directly what by implication he has already done, viz., censure an official act of the late head of the nation.

Was not Congress in session? Had not the president frequent interchanges of sentiment with the prominent friends of the measure in that body? Was not the subject of the force proper to be employed fairly discussed and fully considered. Did not the executive hear the pros and cons? Were not you active at your usual employment of cutting down and finding fault? Yes, sir, such was the position of affairs, and the adoption of the frigate was not at the suggestion of Mr. ——, nor to gratify the pride of Commodore Jones, as has been so often and so invidiously insinuated, but for reasons now understood by the whole community, and previously sanctioned by the friends of the undertaking at the close of the first session of the last Congress. The force and organization approved by the executive, including the substitution of the frigate for a sloop-of-war, were not considered on a scale too extensive for carrying out "the just views of Congress and the expectations of the public." If these matters were not known to you, sir, they are no less true on that account; they must be fresh in the recollection of many members to whom I have alluded, the extraordinary opposition you manifested towards the expedition being often the theme of pleasantry among them!

Thus did the affair stand at the termination of the first session of the recent Congress. Let us inquire how it stood at the commencement, as well as at the close, of the last session?

In the exercise of that discretion alike belonging to his station and conceded by the law, the president recommended a frigate to be substituted for a sloop-of-war.

Accordingly, the estimates were sent in for the frigate and other smaller vessels. The question was thus brought fairly before Congress, and was as distinctly understood. You laboured zealously to prevent the adoption of a larger vessel to supersede
the sloop-of-war. On all occasions, both in season and out of season, your voice was heard upon this subject, and it was your sedulous endeavour to have the estimates for the frigate stricken out, which the president had ordered you to present to Congress. What was the result? Why, sir, the national legislature approved what the executive, in the exercise of his best judgment, had done; the frigate was provided for, and, by that act, took the place occupied by the sloop in the law of the preceding session. All discretionary power here properly terminated; precisely as all executive discretion in the modification of a treaty ceases when it has been ratified by the Senate. I appeal not to you, sir, but I do appeal to every man of intelligence, if this be not the only true, the only fair exposition of which the case will admit. What, then, can be thought of all the special pleadings of "A Friend to the Navy," when he claims for you the right, by the agency of a naval board, to lay Vandal hands upon the frigate; an assumption of authority about as defensible as would be the cutting off of one or all of the smaller vessels, because, forsooth, something about them might not suit you; when, the truth is, nothing about this expedition ever did suit you or ever will.

I am at a loss to know, perhaps you can tell, what "A Friend to the Navy" means by stating that "Congress, in February last, made appropriations under which five ships might be employed on this expedition, but did not require that so large a force should be employed, unless, agreeably to the act authorizing the measure, such force should be necessary and proper to render the expedition efficiently useful." And pray, sir, where do you find this power of limitation confided to the secretary of the navy? Whence is the inference, and where the authority, sir, that Congress made an appropriation that might be used, and, at the same time, did not require it to be used. I ask for the proof that any portion of this expedition has been conditionally sanctioned, and I know that I ask in vain, notwithstanding the boldness with which "A Friend to the Navy" has hazarded the assertion. Sir, you have no authority for your late efforts to break up the expedition by reducing its force, and sophistry cannot screen you from the public censure which that act alone has called down upon you.

Allow me, sir, to illustrate this point by what might be deemed a parallel case, and one in which I think you would adopt pre-
cisely my views with reference to the point at issue. The heads of departments at Washington receive, as compensation for their services, six thousand dollars per annum each. Suppose, at the commencement of the next session, when the bill making provision for the civil list is presented, that under the head of "for the secretary of the navy" twelve thousand dollars should be inserted. The subject comes before the house. Some member inquires, How is this? Here is an appropriation of twelve thousand dollars where six thousand stood before; a frigate in place of a sloop-of-war; I go against that, Mr. Speaker. On the other hand, it is urged that, in consideration of the "extraordinary efforts" of the secretary of the navy in fitting out the expedition, and of the extra and unpleasant duties imposed upon him by the measure, as also to compensate him, in some slight degree, for the loss of official character he has sustained, this additional remuneration had been proposed. Finally, the claim is entertained and sanctioned by Congress, though not until some unsuccessful motions have been made to strike out the allowance altogether. Now, under these circumstances, does any man doubt that you would be entitled to the twelve thousand, or could any executive officer withhold the same without violation of law? What would be thought of the United States treasurer, should he assemble a board of auditors to inquire if the appropriation made for the honourable secretary of the navy could not be reduced without prejudice to the public service?

I have now done with the law authorizing the expedition, and cheerfully leave it for the public to decide whether I have or have not shown that, under that authority, you can have no legal plea for your late proceedings. I have said more on this head than I originally intended, because it was evidently the point of all others upon which "A Friend to the Navy," in his first number, relied with most confidence in making out your defence.

Perhaps the most curious part of that defence is the positive tone in which it is still denied that Congress or the executive regarded the expedition as a means of protection to our commerce. I have already reviewed this point in my second and third letters, and, by the production of evidence from memorials, reports, speeches, &c., have so completely removed every loop upon which a doubt could be hung, that nothing but an unaccountable
perversity of temper in "A Friend to the Navy" could have induced him to reassert a proposition so absurd. Where, sir, permit me to ask, are the exigences of our commerce so urgent as in the very regions to be visited by the expedition; in these regions it requires protection, and, your disingenuous pertinacity to the contrary notwithstanding, will receive it. Do you suppose the president will allow you to compromise the character of the country by venting your personal spleen in your final instructions, and, through them, directing the expedition to explore seas and perform labours different from those intended by Congress, by the executive, and by the nation?

Will you learn nothing from experience? Have you not even yet suffered sufficient defeats to teach you how much you have overrated your official influence, and that the country will not permit you to trample upon its laws, or trust its honour or its interests entirely in your hands, while settling the character of a great national enterprise? Yes, sir, your final instructions will, I venture to predict, be examined by the president before you are allowed to despatch the squadron; and such a scrutiny will be a sufficient guarantee that the true purposes of the undertaking are fully and fairly detailed. I know that you are committed upon this head, and perhaps you feel that the only chance you have of escape is to brave it out. This is wrong. When the plan of denying to the expedition all purposes of a commercial nature was agreed upon, the hope of success was so feasible, that one of your ardent temperament was readily seduced into the measure without being sufficiently wary in calculating the chances of discomfiture. Be assured, however, it is now the best policy to retreat with what grace you may, as retreat you ultimately must, from such an untenable position; a position assumed, as you well know, for the sole intent of defeating the expedition before Congress. I have told you the device was appreciated by that body; that you were pitied for its weakness; and that, had it not been for your official promise, yet unfulfilled, that you would do your duty, you had probably heard something on this subject which, for aught I know, may still be in store for you, "nursing its wrath to keep it warm."

Suppose you obtain permission from the president to send in a little message from your department on the first of next month,
asking of that honourable body to give you a new hearing. Tell them that, from the vast demand the exploring squadron will make upon the specie; the exposed condition in which it will leave our commerce in the Gulf of Mexico; the utter derangement into which it will throw the whole naval service of the country, which may go far towards breaking up all our foreign naval stations, and on numerous other grounds, you think you can make one more hard battle against the "whole concern." I will help you, as far as in me lies, to get this new trial.

The column of extracts from your reports republished by "A Friend to the Navy" requires no further notice from me. The sections quoted have all been examined in my preceding letters, and the public will judge between us.

A "Citizen" does not think that the vessels of the "squadron should have been sent out long since, fit or unfit;" but he does think they should, and, with good faith in the department, he is quite sure they might, have been long since despatched to sea, completely equipped!

I cannot forbear to notice a paragraph at the close of "A Friend to the Navy's" first article. It reads thus: "Now, although it is very pleasant weather here in June and July, it is quite the reverse at Cape Horn; it is winter there, and the officers of the navy would prefer a different season for doubling the cape, if a 'Citizen' will permit them."

This Addisonian sentence was doubtless intended as a pungent or witty retort, I do not know which, to my remark that, had you done your duty, the expedition, to say the least, would "now be doubling the cape, and every one engaged in the enterprise full of hopes of having immediate opportunities of fulfilling their country's expectations." Truly, you pay a high compliment to the nautical skill and disregard of personal exposure which I had hitherto supposed a characteristic of the officers of the navy, and which, I presume, is characteristic of them, unless they have lost all such qualities since you have been the official head of the service. You will learn, on inquiry, that the bugbear of doubling Cape Horn has passed away in the minds of all whose reading has come down to a later date than the days of Magellan, Anson, Davies, Schoten, and Le Maire, and that this passage is fearlessly encountered by our whale fleet, on their outward and homeward passages,
without stopping to consider what month will bring them off the cape. Numbers of our fellow-citizens engaged in other occupations, and that, too, not unfrequently, in vessels little larger than pilot-boats, make the passage at all seasons. But these are merchantmen, and the "officers of the navy," says their judicious friend, "would prefer a different season for doubling the cape" than the terrible months of June and July. It is to be hoped they will exhibit a due sense of gratitude to the friend who kindly makes known to the world his endeavours to gratify them in so commendable a preference. How you can think of allowing officers to go as near as possible to the South Pole, whose lives you would not risk in doubling the cape in winter, I have yet to learn.

In conclusion, if you have any influence with "A Friend to the Navy," advise him to keep his temper, as well as more closely to his text; counsel him to be careful how he wages a war personal and vindictive with me. I have thus far confined myself to the record, and the subject at issue between us; tell him that whether I am Mr. This or Mr. That is no concern of his. I have to do with you and with the expedition; let him answer for you as he can, but inform him that shrinking from the main points of a controversy, and the substitution of personalities for arguments, are ever the dernier resort of a puerile, malignant, and defeated adversary. Should it ever be discovered that such subterfuges were used by a person high in place, they will be considered little to his credit. People will be apt to say that the thick integuments of his conscience had been penetrated; that he felt the sting, and was writhing under the merited chastisement of "Citizen," whose homethrusts have told exactly where he wished, and the public good required that they should tell.

With great respect, I have the honour to be

Your most obedient servant and fellow

CITIZEN.

New-York, August 18, 1837.
DEFENCE OF THE SECRETARY OF THE NAVY.

III.

Had the "Citizen" been satisfied with the sloop-of-war, and such smaller vessels as might be necessary for a surveying and exploring expedition, with crews amounting to about two hundred and fifty men, such as was intended by the law of the 18th of May, 1836, it might have been sent out before the meeting of Congress in December last, with such books and instruments necessary for the scientific corps as could be procured in the United States, and the appropriations would have covered the expense; but when it was determined that a frigate and a large store-ship, then on the stocks, together with two brigs and a schooner, not then begun, should be employed, with crews amounting, officers included, to more than six hundred men, it was evident that another session of Congress must elapse and further appropriations be made before this fleet could be sent to sea. Yet the "Citizen" is furious at the delay which his own plans have created, and the secretary of the navy is held up to obloquy in the public papers because the expedition is not now doubling Cape Horn.

The "Citizen," in his present state of mind, no doubt thinks that everything should yield to the expedition; that providing for the Pacific, the Brazilian, and West India stations was comparatively but of little importance, and that the small delay from the passing the act authorizing the expedition to the close of the session was not to be tolerated. "May and June," he says to the secretary, "passed away, and no step had been taken by you to put in train the preparations for the expedition. You now began to speak plainly, and to hold the language that twelve months would be necessary to complete the outfit."

The act authorizing the expedition became a law on the 18th of May, not on the 10th, as frequently asserted by the "Citizen." It authorized the president, not the secretary, to fit out the expedition. The secretary's authority did not commence until instructed by the president.
As the attention of the president was incessantly called to subjects of great importance, pressed upon him at the close of a most arduous session of Congress, the exploring expedition was suffered to rest for a few days.

Soon after the middle of June the secretary was instructed to write to the officer selected as commander of the expedition. This was done without delay; some days were spent before the necessary consultations with this officer could be had as to the vessels to be employed; whether a sloop-of-war as a flag-ship and smaller vessels, or whether a frigate; a store-ship, two brigs, and a schooner; whether ships should be repaired, purchased, or built for the purpose; all these points required and received a few days' consideration.

The secretary, as soon as he was authorized to do so, gave orders for preparing the ships and for recruiting the seamen. On the 6th of July he gave orders that the frigate Macedonian should be completed without delay, and on the 7th, 11th, and 20th of that month orders were given for preparing to build the brigs Pioneer and Consort, and schooner Pilot, with the least practicable delay. The completion of the store-ship Relief had been previously ordered.

The recruiting for this service was put under the superintendence of Commodore Jones, and Lieutenants Tatnall, R. R. Pinkham, Purviance, and H. W. Morris were ordered to report to him for duty in this recruiting service as soon as he required them; and others were subsequently ordered at his request for the same service.

An agent, Lieutenant Wilkes, was selected without delay to go to Europe for the purpose of procuring such instruments and books necessary for the expedition as could not conveniently be procured in the United States. A few days' preparation was indispensably necessary in this case; but Lieutenant Wilkes embarked at New-York for Liverpool on the 8th of August.

In all this the "Citizen" can see nothing but insufferable delay, for which he holds the secretary responsible. His perceptions have become confused by the monomania under which he has laboured for the last twelve years, which impels him with irresistible force to the south, to carry into effect his schemes of circling the globe within the antarctic circle; casting anchor on the point
where all the meridians terminate; fastening the star-spangled banner to the pole of the earth itself; and many other vagaries too tedious to mention.

In these preparations none, upon a full knowledge of the case, except the "Citizen," and a few others who have been bitten by him, can see any cause for throwing censure upon the secretary.

These preparations required extraordinary exertions, not on the part of the secretary, for no more was required of him than giving the necessary orders, but of the officers under whom the ships were to be prepared and the men recruited; and particularly of the commander of the expedition, under whose superintendence the whole was placed; and, it is believed, the "Citizen" will not accuse that officer of any want of zeal or diligence in the performance of any duty assigned him.

It, however, suited the purpose of the "Citizen" that these extraordinary exertions, which had not been attended with all the anticipated success, should be considered as the extraordinary exertions of the secretary of the navy. In his fifth number he says to the secretary, "Thus you tell him (the president), that inasmuch as it was his earnest wish that the intentions of Congress in authorizing the measure should be carried into effect with the least possible delay, you had not only resolved to clothe Commodore Jones with unusual powers, and to grant him every facility for the purpose of shipping crews, but that you had yourself determined to make an extraordinary effort to accomplish that object." The words, that you had yourself, are a fabrication, and are not in the report which he pretends to quote; and this fabrication serves as the basis of a series of misrepresentations about extraordinary efforts.

The language of the report to the president is, "As, however, it was your earnest wish that the intentions of Congress in authorizing the measure should be carried into effect with the least possible delay, and that the expedition should be fitted out upon the extensive and liberal scale which the indications of public opinion seemed to require; and as the officer, Captain Thomas Ap. Catesby Jones, selected for the command of the expedition, gave assurances that the difficulty of obtaining seamen could be obviated by giving him power to have them recruited under his immediate superintendence, and for this particular service it was determined to make an extraordinary effort to accomplish these objects."
It was unusual to put the recruiting service under the superintendence of a commander of a squadron; it is unusual to recruit seamen for a particular service; yet both are done on extraordinary occasions, and the president, in fact, determined and directed that it should be done in this case. The secretary gave the necessary orders. The extraordinary duties were to be performed by others, not by the secretary. He does not recruit or superintend the recruiting of seamen.

The "Citizen," who seems disposed to regulate the whole police of the navy department, complains that money for advances was withheld from the assistant recruiting officers, without which advances seamen cannot be induced to ship either in merchant or naval service.

Sufficient funds were in the hands of the officers at the head of the respective recruiting rendezvous, and the usual advances were made to the seamen presenting themselves at the receiving ships. To open accounts with all the assistant recruiting officers was unnecessary, and would have been attended with great inconvenience. It was not done for Commodore Ballard; it was not done for Commodore Nicholson; it will not be done to please the "Citizen." The idea of making advances to seamen to enable them to go to the receiving ship is new. Few of them, with such advances, would find their way to the right ships. Recruiting officers know that, after advances are made to seamen, they must be guarded with great care, or they desert.

The "Citizen" relates the case of an officer in the District of Columbia, who had obtained a thousand dollars upon his requisition, approved by the commander of the exploring squadron, which sum he was forthwith ordered by the navy department to return to the treasury.

In May last, when there was no longer any serious difficulty apprehended in recruiting seamen for the expedition, an officer attempted to establish a recruiting station in the District of Columbia, and obtained from the navy agent at Washington one thousand dollars without the consent of the head of the department. It is true, his requisition for this sum was approved by the officer commanding the expedition, who had good reason to believe the measure had been sanctioned by the secretary of the navy; otherwise the requisition would not have been approved. The transaction
was irregular, and he was very properly ordered to restore the
money. In which case no appeal lies to the "Citizen;" and if the
officer has sent his report of this case to the "Citizen," he has
probably made a mistake in the direction.

The finishing of the frigate Macedonian and store-ship Relief,
and the building of the two brigs and schooner, required extraor-
dinary exertions on the part of the officers to whom these duties
were assigned, and for the performance of which they are entitled
to much credit; yet all this does not satisfy the "Citizen," and
in his No. V. he asserts that the Macedonian was not completed
and in a condition to receive her complement of men until June of
this year. It is believed the "Citizen" is somewhat incorrect;
but if what he states is true, is it the fault of the secretary? The
expedition could not be sent out upon the proposed plan without
the frigate; it was therefore impossible that the squadron should
be now doubling Cape Horn.

In March last, and before the Macedonian was finished, as the
"Citizen" says, it was discovered, from the sailing of the Pioneer,
that she was not fit for service in this expedition; and the Con-
sort and Pilot were believed to be in a still worse condition. Until
the necessary alterations shall be made in these vessels they can-
not be sent out as a part of this exploring squadron; so that, in
fact, there has been no time at which this squadron could have
been sent to sea, even if there had been no difficulty as to recruit-
ing seamen. In this no delay was feared after the time that the
vessel could be prepared; and the secretary, in his report to the
president of the 6th of February last, says, "the difficulties which
have retarded the recruiting for this service are nearly obviated;
and it is confidently hoped that in a short time there will be suf-
ficient numbers recruited to complete the crews of all the vessels
of the squadron."

The "Citizen" very unnecessarily works himself into a fury
about the Macedonian; in his same number five he says to the sec-
retary, "In speaking of the vessels, you proceed to tell the presi-
dent that 'the frigate and store-ship which were on the stocks when
this measure was authorized have been finished and equipped, and
are now receiving their crews.' What unaccountable hallucination
could have possessed your mind when you wrote this sentence? Did you, in the first draught of your report, put down what ought
to have been the condition of those vessels, and afterward forget to alter it? How else could you venture to tell the president, and, through him, Congress and the whole country, that the frigate was finished and equipped, and was receiving her men, when the fact was, that the frigate, at that time, was not finished, not equipped, nor was she receiving her crew; so far from it, she had not a bulkhead up or a yarn over the masthead; and it was not until June, six months after this official statement, that she was completed, and in a condition to receive her complement of men!!"

One would suppose, from this flourish and bluster, that some terrible deception had been practised upon the world.

Commodore Warrington reported to the secretary that the Macedonian was launched on the 1st of November. As this was the flag-ship of the squadron, Captain Jones was ordered on the fifth of that month to report to Commodore Warrington for duty, as commander of this squadron. He had before reported on the 3d of October, that, up to the 26th of September, one hundred and nine able seamen, ordinary seamen, and boys, had been recruited for the exploring expedition; and that Captain Armstrong stated that, as the service was popular, he looked for much better success. There was no doubt of the zeal of Captain Jones in putting his flag-ship in a condition to receive her crew. One month after this time, when the secretary made his report, he was justified in believing that the Macedonian, as well as the Relief, were so far finished and equipped as to be receiving their crews, and so stated in his report to the president of the 3d of December. It seems the Relief was so far finished as to be receiving her crew, but that the frigate was not. Commodore Jones, on receiving this report, would have stated the error had he deemed it of immediate importance, and on the 31st of January he reported to the secretary that the Macedonian was launched in October from the Navy Yard at Gosport; that, from the latest information, she is not yet ready to receive her crew, though she probably will be by the time the scientific corps can be ready to embark, and a sufficient number of men obtained, for which prospects are becoming more favourable. This information was communicated to the president, and, through him, to Congress and the whole country.

This differs, however, very much from the statement of the "Citizen," that the frigate was not in a situation to receive her
complement of men until the month of June. Perhaps some unaccountable hallucination has possessed the mind of the commodore.

The "Citizen," in continuance, says to the secretary, "The president is further informed that you had not yet attempted to organize the scientific corps for the expedition, but you intimate that this duty may be performed as soon as accommodations can be afforded them in the vessels. Strange incongruity this! In the first place, the vessels are finished, and receiving their crews; *in the next you tell us that the organization of the corps is delayed until the vessels are finished and ready to receive them.* The last sentence is a pitiful fabrication of the "Citizen," and is not to be found in the secretary's report. The language of the secretary is, "the scientific corps may be organized as soon as accommodations can be afforded them in the vessels of the exploring squadron."

The accommodations for the scientific corps will be something different from the mere finishing the vessels so as to receive their crews. The Independence was finished, and her crew on board, before the accommodations for Mr. Dallas and his family were prepared. But it is disgusting to pursue farther these pitiful misrepresentations.

The "Citizen" in No. II. vents some terrible threats, which have not yet been carried into execution. He says to the secretary, "Permit me to call your attention to the very last paragraph in the able report to which I have alluded" (a report from the committee of commerce); "it is much to the point, and you may draw instruction from it. Yea, more, it will furnish you with an argument to refute the contemptible fabrication of the weak marplotting enemies of this truly national enterprise, who, in the face of two hundred pages of printed documents, have had the effrontery to say the expedition would have little or nothing to do with the protection of commerce in the regions to be examined. I will give the authors of this device a withering review before I have done. *Let them prepare for it.* I know them, and may feel it my duty to drag them from their dark retreats, perfectly regardless who may be found in their company, or what aspect they may wear when exposed to the fair face of day." Who these miscreants are I cannot imagine, and the "Citizen" does not think proper to inform us. Perhaps he means the members of Congress who
passed the act of the 18th May, 1836, expressly limiting the exploring expedition to a sloop-of-war and smaller vessels, and its objects to those of surveying and exploring. This body is probably the only one who have acted in the face of two hundred pages of printed documents, or ever read them. Two hundred pages of printed documents! They must have amounted to the size of a cheese! The audacious wretches! The "Citizen" in mercy gives them notice to prepare for a withering.

It is probable that these two hundred pages of printed documents were composed, in part, of the report of the "Citizen" himself of the 29th of September, 1828, describing certain islands, reefs, and shoals in the Pacific Ocean, &c. If so, I have something to say respecting these two hundred pages of printed documents, which ought to be considered in extenuation of the offence of those who have excited the wrath of the "Citizen." This report, if it is to form the guide for the movements of the exploring squadron in the Pacific, will as certainly involve them in trouble as they double Cape Horn.

If the "Citizen" shall be the Palenurus of the squadron, with his report for his guide, he will swamp the whole concern, and will never cast anchor at the point where all the meridians terminate, nor leave the star-spangled banner to wave on the axis of the earth itself.

In 1828, soon after this report was made, a copy of it was sent to the vice admiral. Kruzenstern, of St. Petersburg, a distinguished navigator, illustrious for his voyage round the world, seeing it had received the notice of the American Congress, he thought, no doubt, he had gained a treasure of reefs, rocks, and islands, of which he commenced the examination. He soon discovered that the information which the writer had received from the whalers, and which he had reported in his memoir, was not of a nature to inspire any great confidence. That in his memoir we see islands bearing the same name, but differing many degrees in longitude; and many others indicated under the same latitude and longitude which certainly were but one and the same island; that we find in it descriptions of islands so circumstantially detailed, that one can hardly call in question their existence, but of which the nonexistence could be equally well proved, and with the same semblance of truth. And speaking of another collection of a like
character, he says that it resembles that of the author in this, that it is but a mass of names placed without the least discrimination; "que ce n'est qu'un amas de noms placés sans la moindre critique."

This is given in the advertisement to his "Suppléments au Recueil de Mémoires Hydrographiques," printed at St. Petersburg, 1835, pages v. and vi., a part of which I will quote in the admiral's language: "Dans le temps où le gouvernement Américain se disposait à préparer une expédition pour explorer l'Ocean Pacifique, Mr. Reynolds, qui devait être le chef de la partie scientifique de cette expédition, présenta au secrétaire de la marine, Mr. Southard, un mémoire dont on m'a communiqué une copie, et dans lequel il rend compte des résultats des recherches qu'il avait faites dans les différents ports des Etats Unis au sujet des découvertes des baleiniers Américains. Les informations qu'il avait reçues de ces baleiniers, et qu'il rapport dans son mémoire, ne sont cependant pas de nature à pouvoir inspirer une grande confiance. On y voit des îles portant le même nom, et diffrant de plusieurs degrés en longitude; il en est plusieurs autres, indiquées sous les mêmes latitude et longitude, qui ne doivent être certainement qu'ure même île. On y trouve des descriptions d'îles si détaillées, qu'il semblerait qu'on ne peut guère révoquer en doute leur existence, mars dont la nonexistence peut être également démontrée avec autant de vraisemblance," &c.

The admiral heard no more of the writer, except that, in 1829 and 1830, two brigs, the Seraph and Annawan, were sent out under Captains Pendleton and Palmer, and that Mr. Reynolds and Mr. Watson accompanied them, en qualité de savans.

As to the character of the "Citizen" as a navigator in 1828, when he attempted, by his report, to enlighten the nautical world, the amount is soon told. He was a sailor by inspiration, and his voyages had been chiefly made on dry land. How he became a savant remains yet to be discovered.

Thus has this industrious "Citizen" contrived not only to make himself ridiculous in the eyes of all who may read these observations of Admiral Kruzenstern, but to throw some degree of ridicule upon the present exploring expedition.

To divert this ridicule from the officers of the navy who may embark in this expedition, and to confine it to its proper source,
and to show that the scientific corps selected are not of the school of the savant in question, shall be the peculiar care of

A FRIEND TO THE NAVY.

August 10, 1837.

IV.

Among the gross misrepresentations on the part of the "Citizen," published in the Times, none is more frequently repeated or pertinaciously adhered to than this, that the secretary of the navy considers the great object of the South Sea exploring expedition to be an approach *as nearly as possible* to the South Pole. This, after being stated in a variety of ways, is repeated for the last time in his No. VI. in these words: "Like your statement that to approach *as near as possible* to the South Pole was the object of the enterprise, it is, to say the least, an evasion of the true purposes designed to be accomplished." And then he exclaims, "If the great objects of the expedition be to go as near as practicable to the South Pole, for what purpose do you send a botanist to that region where no vegetation exists? Why do you incur the expense of sending a philologist to attend to the interesting department of language where there are no inhabitants?" &c.

Now all this going as *nearly as possible* to the South Pole is the work of the "Citizen's" own imagination. The language of the secretary in his report laid before the House of Representatives is, "The great objects of this expedition, as understood by this department are to explore the seas of the southern hemisphere, more particularly in high latitudes and in regions *as near the pole as may be approached without danger,*" &c.

To approach the pole as nearly as practicable, or possible, would be to encounter much danger; but it is distinctly to be understood, from the language of the secretary, that it was not expected that such danger should be incurred; and, of course, it could not be expected that the expedition should approach as nearly as possible or practicable to the South Pole; nor, indeed, make any nearer approach to it than could be accomplished without danger.

The language of the secretary was calculated to remove the
apprehensions of those who might embark in this expedition, that
their lives were to be unnecessarily exposed among icebergs near
the pole for the purpose of testing certain wild theories that had
long been before the public. It was an assurance to them that
they should not be carried within the verge of that great opening
of sixteen degrees around the pole leading to a concave and hab-
itable world, according to the "Citizen's" former theory as exhib-
ited in his lectures; nor required to do what the "Citizen," in his
late address, considers as quite practicable, viz., to "circle the
globe within the antarctic circle, and attain the pole itself; yea, to
cast anchor on that point where all the meridians terminate; where
our eagle and star-spangled banner may be unfurled and planted,
and left to wave on the axis of the earth itself! where, amid the
novelty, grandeur, and sublimity of the scene, the vessels, instead
of sweeping a vast circuit by the diurnal movements of the earth,
would simply turn round once in twenty-four hours!"

In a letter of a former secretary of the navy, of the 29th of
January, 1829, to the chairman of the committee on naval affairs,
to the Senate of the United States, respecting the objects of the
South Sea exploring expedition, proposed at that time, it is stated
"that the examinations of both known and unknown islands, &c.,
will be, in part, in high southern latitudes, and the instructions
would naturally and necessarily be to find and describe all which
exist there; and as far to the south as circumstances would per-
mit them safely and prudently to go;" so that the views of the
former and present secretary are much alike as to the regions in
high southern latitudes to be visited by a South Sea exploring
expedition. Whether they approach the South Pole as nearly as
may be without danger, or advance as far to the south as circum-
stances would permit them safely and prudently to go, must be
nearly one and the same thing.

And does the "Citizen" intend that the object of visiting high
southern latitudes, such as can be approached without danger,
shall be abandoned? Does he think that such purpose cannot be
entertained, because we send out a botanist to regions where no
vegetation exists, and a philologist where there are no inhabitants?

After the great preparations that have been made for exploring
the South Seas with vessels as strong as wood and iron can make
them, constructed for the express purpose of making their way
through fields of ice, and more fit for that than anything else, the public will expect something more than has been accomplished by any other exploring expedition; more particularly as the "Citizen" himself, in his famous address, page 97, gives it as his deliberate opinion "that the ninetieth degree, or the South Pole, may be reached by the navigator," unless intercepted by land. The public will expect that high southern and unexplored regions will be examined by our exploring squadron; and if they return without making a nearer approach to the Pole than any other exploring expedition has credit for, be assured that no small degree of disappointment and mortification will be manifested by those who have to pay the expense of this enterprise.

Although it is particularly desirable to extend our researches into high southern latitudes, yet but a very small portion of time can be devoted exclusively to this purpose. While the expedition is out, there will probably be but two seasons, and those short ones, when these high latitudes can be reached without danger; but those seasons must be improved to the greatest advantage, or one of the most interesting objects of the expedition will be lost. Five sixths of the time of the cruise the squadron will be in lower latitudes and milder climates, making surveys and explorations; discovering islands, rocks, reefs, and shoals; ascertaining latitudes and longitudes; ascertaining the object and protection to our merchants and whalers; rescuing wrecked mariners, and performing a variety of other duties not interfering with the legitimate and proper objects of a surveying and exploring expedition. But the results of the examinations in high latitudes, in this one sixth of the time, will be looked to with more intense interest than any others of the whole cruise.

The "Citizen" is now endeavouring to divert the attention of the public from these examinations in high southern latitudes, because he knows not what to do there with a frigate of thirteen hundred tons burden and drawing twenty feet water. He will be equally perplexed to know what to do with her among the shoals and coral reefs of the South Sea Islands. But, by way of obviating difficulties, he has determined to convert this surveying and exploring expedition into an expedition for the protection of commerce; the objects of surveying and exploring being considered by him as of secondary importance. In this he will fail.
In the first place, Congress have made this a surveying and exploring expedition, and not one for the protection of commerce. The armament and equipment of the vessels prepared are entirely different from the armament and equipment of vessels sent out for the protection of commerce. The character of the expedition is peaceful. The vessels will be prepared to defend themselves, and the vessels and property of merchants and whalers, against the pirates and natives of the regions they may visit, but not to attack armed vessels of any maritime power with which we may be at war.

In this enlightened age, it is understood that exploring expeditions are exempt from the laws of war, and our vessels engaged in this expedition will not be subject to capture.

What can be wanted of a scientific corps on an expedition for the protection of commerce? Nothing can be more incongruous than the slow, patient, and persevering labours of an exploring party, and the rapid movements required for the protection of commerce. Such vessels as are built for this expedition would never leave our ports for the protection of commerce.

But if the "Citizen" shall succeed in changing the character of this expedition from peaceful to warlike, he will still be perplexed with difficulties. Suppose, in clearing the decks of one of the vessels, the frigate, for instance, for action, what a scene of confusion—skeletons and bones of animals of all kinds, testaceous, crustaceous, vertebrated, and invertebrated; heaps of molluscos treasurers; alligators stuffed, "and other skins of ill-shaped fishes," must all, all be tumbled into the ocean without reserve, "rari natantes in gurgite vasto."

The "Citizen" had much better permit this expedition to remain, what it was intended to be from the beginning, a peaceful surveying and exploring expedition.

But he has discovered one important purpose for sending out a frigate which has not been sufficiently noticed. It is nothing less than this, that a salutary effect may be produced upon the fears of the islanders to be visited; and, as he says, "the natives awed into respect by a judicious display of our power." And then he relates the story of Lord Byron with the frigate Blonde at the Sandwich Islands in 1824, and what was the effect produced on the minds of the savages by the presence of that ship, &c., &c.
Will not the large ship Relief, of four hundred and sixty tons, the two brigs Pioneer and Consort of two hundred and thirty tons each, and the schooner Pilot, of one hundred and fourteen tons, sufficiently awe the natives? Must the frigate be added to intimidate the savages? The sending out this frigate will increase by one hundred thousand dollars the expense of the expedition, but this the "Citizen" will think money well expended, considering how amazingly the natives will be scared.

The "Citizen" may be assured that Congress had views very different from his in authorizing the employment of a frigate on this expedition; and he will find that the naval officers differ from him in this, as in most other points in which he undertakes to regulate the affairs of the navy. It is the glory of those officers to meet an enlightened enemy gun to gun and man to man; but not to exhibit themselves in big ships to intimidate savages or awe the natives.

Terror is the favourite means of the "Citizen" for carrying his points. His threats are quite awful; and upon the officers of the navy who have offended him he is about to try the efficacy of his valued remedy.

In his number four he says, "The title of citizen, sir, is a proud title" (meaning, no doubt, his own title). "This is a country of citizens. Citizens make the navy; increase or diminish it at their pleasure; appoint and support its officers, and will judge them (! !); for every year he is on active duty an officer may be two on shore, receiving pay in the latter as well as in the former case." "Let them indulge in illiberal, contracted feelings of petty jealousy against the appointment of citizens to their appropriate provinces, and they will soon find themselves in the hands of a giant who knows his power, and will use it."

Now this giant must be the "Citizen" himself, as he could not be certain that any other giant knew his own power, or that he would use it. And as it is believed that the officers of the navy have not indulged themselves "in illiberal, contracted feelings of petty jealousy" against any gentleman of science selected for the expedition, however they may have manifested their aversion to a pretender who seems disposed to regulate the whole enterprise, they have nothing to fear but from the execution of his terrible threats.
Now let me implore the "Citizen" not to make any serious impression upon the fears of the officers of the navy. Although brave, there are some things of which they stand in awe. They are willing to encounter men, but not giants. They do not fear cannon balls, but may dread "a withering review" from the "Citizen" in the public papers. Therefore let me entreat you, "Mr. Citizen," not to intimidate them. Don't, Mr. Giant; do not, in your wrath and fury, play the part of the terrible lion,

"Who roared so loud, and looked so horrid grim,
His very shadow durst not follow him."

Be satisfied with letting these officers know, as you have done, that they are open to censure when "they claim to assume the performance of duties for which their previous training and distinct line of action have left them totally unqualified." That "our public vessels have been round the world, and our officers in them, among islands, and in places rarely visited; but what contributions to science have resulted?" This will be sufficiently humiliating to those officers, who have heretofore believed that among their number were many whose writings have added much to the character of their country for science and literature. Indeed, it would appear, from reading domestic and foreign reviews, that, in these respects, they have gained a high reputation, both at home and abroad. But under this withering review of the "Citizen" let them be humble. If the "Citizen" will only put off the lion's skin, and cease, by his awkward attempts at roaring, to frighten folks who do not know him, the affairs of the exploring expedition will go on much more smoothly.

Every measure has been adopted for making the necessary alterations in the two barks and the schooner for the expedition, and they will be as soon fit for service as any vessels like them ever can be.

There is still much reluctance on the part of the officers to join the squadron; but it is believed that a sufficient number will be induced to enter this service as a matter of duty, and that they need not be compelled to this by finding themselves in the hands of a giant.

Great confidence is placed in the gentlemen of the scientific corps. Their competency to perform the duties that will be respectively assigned to them with honour to themselves and their country is undoubted; and from their urbanity, prudence, and
discretion, it is believed they will treat the officers of the navy with whom they may be associated with the respect due to their character and profession.

Although the secretary of the navy believes that a smaller force for the exploring expedition would be more efficient, and that a frigate is a larger vessel than this particular service requires, yet, as their employment is authorized by Congress, he has given all the orders necessary for having them fitted and prepared for this service, and doubts not, we are aware, that from the enterprise much benefit will result to the commerce and navigation of our country, and great advances made in many important branches of science. It has been shown, however, that he believes that all these results could be obtained at one third of the expense of this expedition, and with a tenth part of the noise. He has some old-fashioned notions of economy about him, which many believe to be out of time and out of place. But he considers a million of dollars worth saving. It would, in his opinion, build a drydock, and he would not give one drydock for a mountain of molluscos treasures.

A FRIEND TO THE NAVY.

August 25, 1837.

CITIZEN'S LETTERS.

VIII.

To the Honourable Mahlon Dickerson, Secretary of the Navy.

Sir,

What "A Friend to the Navy" said in his first number has been examined. That illustrious writer very complacently commences his second by assuming that the facts stated in his former communication had entirely exonerated you from all censure, both as to the tardiness in shipping men and the delay which had occurred in preparing vessels for the expedition. If you can feel any self-gratulation in his defence on these points, I should deem it cruel to disturb your quiet enjoyment of it; so I shall pass on to notice some of the positions assumed by you or for you, which are among the most extraordinary it has ever been my lot to observe emanating from a dignified source. I shall take them up in order.
In the first place, sir, allow me to ask what is meant by the following:

"There has probably been no secretary of the navy who would not gladly have engaged in sending out an exploring expedition if it could be done in accordance with his own views, and without embarrassing him in other official duties of more immediate importance and of higher responsibility."

Are you aware, sir, of the indefensible character of the sentiments expressed in the above extract? Is it less than declaring that the will of Congress may be trifled with, as in the case of this expedition it has been, unless the forms of the law, and the time and manner of passing it, shall coincide with your peculiar views of public duty? Shall the nation remain stationary as regards knowledge and improvement, nay, sir, go back half a century in intelligence, ere its schemes of public utility can receive your sanction?

You would graciously condescend to fit out an expedition, provided "it could be done in accordance with your views!" Should not Congress take a hint from this potential rule, quoted as the guide of your official action? Would it not be a saving of much time, trouble, and money, if that body were to appoint a joint committee, whose high duty it should be to ascertain at all times what laws, and what modes of enacting them, meet the "views" of the honourable the secretary of the navy? Or, perhaps, the same end might be more easily attained by a saving clause in all bills connected with the naval service; as, Be it enacted by the Senate and House of Representatives that the President of the United States be, and he hereby is, authorized to do so and so, provided there is nothing as regards the origin or passage of this bill disapproved by the honourable secretary of the navy, or that may in any manner embarrass him in the discharge of other official duties of more importance and of higher responsibility!!! And, sir, by what standard are the acts of "more importance and higher responsibility" to be estimated? Is the decision to be left solely to the discretion, feelings, prejudices, or, if you please, the judgment of the head of the department? Who can set limits to the train of evils consequent on the establishment of such a precedent? What assurance would the nation have that its laws would be faithfully executed? None whatever. Fortunately, however,
the quarter from which such anti-democratic doctrines come is not calculated to gain them any unusual favour in the public mind.

The lachrymose tone so characteristic of your annual report is even more conspicuous in the second number of "A Friend to the Navy." Indeed, I doubt if your most charitable supporter would be able to point out a single manly expression in anything you have written connected with the enterprise; equally fruitless would be his attempt to select a solitary recommendation in which the noble and enlarged views of the liberal and strong-minded statesman can be even faintly recognised.

From first to last, in conversation and in all your reports, one meets with nothing but a grumbling, fault-finding spirit, in which it is difficult to say whether perversity of temper or narrowness of policy is most obvious.

I should be, pleased to see one incident pointed out, whether connected with the plan of the voyage, its objects, the construction of the vessels, the appointment of officers, or having any bearing, real or imaginary, on the undertaking, from which an excuse for delay or a pretext for dissatisfaction could be drawn, of which you have not availed yourself to the utmost for these purposes. Thus it was again and again asserted that the protection of commerce in 1836 was more than the department could manage, without the "new duties" of fitting out the expedition. But, that I may not do you injustice on this point, I will let "A Friend to the Navy" speak for himself.

"The imposition of new duties in fitting out an exploring expedition could not fail to increase the difficulties of his (the secretary's) situation without relieving him of the responsibilities; which effect they have had, to the most serious injury of the service. It is not strange that the secretary should feel opposed to the imposition of new duties at a time of such difficulties!!"

Is it not enough to provoke a smile on the steeled countenance of a stoic to hear of the onerous duties of the secretary of the navy? From 1797, when the nation had a navy to create, through the quasi war with France, during the war with the Barbary States, and subsequently with the first naval power in the world, down to the present day, nothing like your piteous groaning had been heard.

No such melancholy complainings escaped your predecessors,
sir, when they had everything to originate and determine; to fix on models for vessels; to range the country for timber; cordage to manufacture; copper to import; cannon to cast; but now, when a board of naval commissioners are in constant session to price and purchase all materials; when naval architects are appointed, and "all appliances and means" are in readiness, we hear of the "difficulties of your situation," "the imposition of new duties," and other wild phantoms of the imagination born only in the brain!

There is one way to throw off the burden of these "new duties" and "responsibilities," which I will point out, and which the whole community, and especially the naval service, would feel much pleasure in seeing adopted; resign, sir, a station, the duties of which, from your own showing, you find it so difficult, if not impossible, to perform! But, before you take this step, do let the country know in detail how the naval service has been "seriously injured" by the exploring expedition. In other countries such undertakings have been considered most honourable to the naval profession.

As regards the French expedition, intended to sail on the 15th of this month, and which your dilatory action has allowed to precede the American, such is said to be the enthusiasm elicited that some of the most promising youth in the kingdom have volunteered their services even before the mast; while you hold up a similar enterprise as degrading to the officers of our navy!

Perhaps you meant the following incongruity as evidence that the expedition has been of the most "serious injury to the service."

"Nor is it strange that he (the secretary of the navy) should be opposed to the manner in which the provision for the exploring expedition was introduced into the general appropriation bill for the navy."

"Early in the session this bill had been sent from the House of Representatives to the Senate; there an amendment was proposed authorizing this expedition; and there it remained, loaded with this rider, until nearly the time of passing the bill on the 18th of May, 1836, more than five months after the commencement of the session, and when the naval service was greatly embarrassed for want of the appropriations."

This is not the first time I have heard of your high displeasure
against the committee on naval affairs in the Senate for their audacity in presuming to add an amendment providing for the expedition to the bill for the general service, without having first procured your gracious permission, and ascertained that the thing could be done "in accordance with your views;" but it is the first time I have seen this presumptuous censure in print! Nearly five months, we are informed, did this bill remain in the Senate; yes, there did it remain, loaded with this "rider," to "the most serious injury of the service." To this "rider" is attributed all the delay, from the early part of the session, when you inform us the bill was sent to the Senate. The only "rider" of leaden weight upon the expedition has been yourself, and I very much fear it will yet be the death of you! But did you hazard nothing in the statement that the "rider" to which you allude had protracted the passage of the bill from the early part of the session till nearly the middle of May?

Now, sir, let it be seen how a few plain facts from the record shall put you down. Bid the busy functionary, ever near your person, bring the journals of the Senate and house and lay them on your table. I am much mistaken if you do not find that the house did not take up the naval bill, in committee of the whole on the state of the union, until March 30, 1836. Search the record from that date, and you will find that the bill was read a third time and passed on the 7th of April, four months and seven days after the session had commenced, during the greater portion of which interval, according to your showing, the bill was detained in the Senate groaning under this "rider," to "the most serious injury of the naval service."

What, then, was the time this bill did remain in the Senate? Look at the journal, and see if it did not pass that body on the 28th of April. Only twenty days were occupied by the naval committee in passing on the whole bill, with all its details and heavy appropriations; in getting the documents printed; and in carrying the measure through the Senate. But, sir, even this delay of twenty days was not chargeable on the "rider" providing for this enterprise. I tell you, sir, and I appeal to the committee to confirm the truth of what I say, that the said "rider" did not detain the general bill one hour. The committee were unanimous, the Senate nearly so. When the question was put, "shall
the amendment be engrossed and the bill read a third time?" it
was determined in the affirmative without debate. Yeas forty-
one; nay one.

But this is not all. Memorials from Connecticut had brought
the South Sea expedition before the committee on naval affairs in
the Senate from the first part of the session. That committee
examined into the policy of the measure, and, without division,
reported a bill to the Senate providing for the expedition on the
21st March, before the bill for the general service had passed the
lower house; so that, when the latter did reach the Senate, the
committee simply added as an amendment to the general bill
what they had previously determined on. Neither in the com-
mittee, therefore, nor in the Senate, did this amendment and
"rider" cause the least detention.

Thus saith the record; in the face of which, for the evident
purpose of casting odium on the committee, and of justifying your
animosity to the expedition, was the statement I have disproved
brought forward. Having no doubt that the committee are both
competent and ready to answer to you and to their country for
their proceedings in this matter, I commit you on this point, with-
out further comments, into their hands, to dispose of you and your
implications as the public good shall seem to require!

"Much delay has taken place," says "A Friend to the Navy,"
"in consequence of the condition of these vessels."

The amount of labour requisite for all the proposed altera-
tions would not, I should suppose, occupy more than thirty days
in any well-regulated private shipyard.

"The officers who have entered the navy with the hope of distin-
guishing themselves in battle for their country" look, we are told,
with little interest in a service so pacific as a surveying and explo-
ing expedition. The love of honourable war is an infirmity of no-
ble minds, and may, by the gallant and brave, be forgiven; but
this assumption by a ministerial officer of so decided a belligerent
temper may prove dangerous to the state, and should be treated
with severity, otherwise what a warlike nation we should speed-
ily become under your management of the navy! If, however, the
desire to distinguish themselves in battle be the motive of our
youth in entering the naval service of their country, then should
it be the policy of government to cherish this feeling, and, as fre-
quently as convenient, allow them an opportunity of putting their ardour and courage to the proof. I should think under your direction we might venture to fight Mexico, or, perchance, one of the Neapolitan states!

From this lofty martial tone "A Friend to the Navy" comes down to the use of language which evidently shows the contempt with which he would inspire the profession for all the duties of the service save "battle." Hear him.

"Respect is due to the pride and feelings of gallant officers of whom unusual, unexpected, and subordinate duties are required. Great additions will be made to science highly interesting to gentlemen engaged in making discoveries, and highly honourable to the country; but somewhat irksome to officers performing a subordinate part in these operations, and who aspire to service more properly belonging to their professional duties."

"To such labours and discoveries no more force should be employed than what is absolutely necessary." Can any one read the above extracts, and fail to perceive the obvious design of the writer? Would you not be ashamed to append your name to a document containing such sentiments? You have at all times urged the reluctance of officers to enter this service; do not the foregoing quotations convict the writer of unworthy efforts to produce that very feeling? Have you not frequently predicted that disagreement and bickerings would occur between the officers and naturalists; and do not the passages transcribed prove the full intentions of the author to bring about the very evils you have prophesied? Does the functionary who is capable of labouring with such intent deserve the cognomen of "A Friend to the Navy?"

Is it an irksome and subordinate duty to protect the commercial interests of our country; to explore new regions; succour cast-away seamen; make charts of harbours; survey dangerous passages and important groups of islands; to "bind down the strong arm of the mutineer;" hold conferences with the natives; increase our trade; and render more secure the lives of our mariners? All these, you would teach, are but "subordinate" duties, and quite beneath the ambition of men who have entered "the service with the hope of distinguishing themselves in battle!!!!"

Why have you not been more explicit in pointing out wherein
the employment of naturalists will interfere with the claims to those honours and distinctions which, by the common consent of all enlightened countries, have ever been accorded to naval officers engaged in enterprises similarly noble, humane, and beneficial in their objects? Would their labours be other than honourable provided no naturalists were to accompany the expedition? Will you indicate how they can be less so because accompanied by scientific men without nautical knowledge or pretension?

Were the military chiefs under Napoleon less distinguished because savans were attached to the expedition to Egypt? Was not the glory of the former rather embalmed and rendered more imperishable by the discoveries of the latter; and that, too, without filching a single leaf from the laurel which inwreathed the soldier's brow? So will it be with all concerned in this undertaking, and "A Friend to the Navy" will be foiled in his dark, I might say malignant, efforts to sow the seeds of discord among high-principled individuals, who feel the weight of responsibility they have assumed, and be brought to feel that petty jealousies, alike unworthy of officers and civilians, are harboured only in envious and contracted minds!!!

We are now informed by "A Friend to the Navy" that expeditions sent out by other countries have generally been small; and that "among the most splendid exploring voyages of modern times is that of the Astrolabe, a corvette of eighteen guns and eighty men."

Now, sir, allow me to inquire, how can you answer to the country for your late shocking prodigality in the force you have employed to make a few soundings on George's Bank? Have you not sent on that service a vessel of eighteen guns and eighty men, besides an additional chartered force? Surely you have lost sight of the exposed condition of our commerce in the Gulf of Mexico, of which we have heard so much, as well as of the wants of the service on other stations, upon the requisite force for which the South Sea expedition has made such fearful inroads! Did the duties to be performed at George's Bank call for a larger force than that of the "most splendid exploring expedition of modern times?" and yet you have employed a larger force upon it. After this, it is hoped the country will hear no more about the vast scale on which the South Sea expedition is authorized to be
fitted out; it bears no comparison with your outfit to George's Bank, the magnitude of the respective objects and labours of the two enterprises being taken into consideration. Yes, sir, and while on this point there is one more little question which I wish, in the politest manner imaginable, to propose to you; it is this: How did it happen that you gave permission to the officer having charge of the survey on the banks to take what instruments he chose from those procured expressly for the South Sea squadron, and purchased with the funds appropriated for that exclusive purpose? I would also further inquire if you intend to detain the expedition till the return of the Porpoise, or is it to proceed to sea minus the abstracted apparatus? The best way to get out of this difficulty is to be candid, and own what I have no doubt are the facts of the case, viz., that when you gave the permission referred to (for without it I cannot suppose the instruments to have been taken), you had just hit on the plan of your famous commission; and entertaining no doubt of being sustained by the board, either wholly or in part, in breaking down the expedition, you considered that this sending off the apparatus was only taking time by the forelock, and adding one more to the list of difficulties already, according to your statements, so overwhelming!

At length we have something like an outline of the character and force you would sanction in an expedition to the South Seas. True, you have not condescended to go into detail or explain how its varied labours could be accomplished with that force, and it were wise in you to abstain from any attempt to do so. Here is your plan.

"Two ships would be quite enough for the purposes of survey and exploration on this South Sea expedition, and an additional vessel for the search of wrecked mariners."

It were an easy matter to show the utter insufficiency of what you here recommend, to say nothing about the modesty of the recommendation after the adoption of the present force by the competent authorities in the first place, and its recent approval by your own commission appointed expressly to adjudge the matter. But it is not worth while to waste time in arguing the point with one who so pertinaciously refuses to understand—or, understanding, continues to misrepresent—the objects for which the measure was authorized. The admission, however, that one vessel our..."
sent out for the purpose of picking up lost seamen, is at once singular and amusing, considering the source from which it comes. It is rather a squinting towards an acknowledged that the enterprise, after all, has something to do with the protection of commerce; for surely there are no mariners to be picked off the islands as near as it would be possible or safe to approach the South Pole! Why have you not the openness to admit that the Macedonian is the proper vessel for this humane purpose? The presence of such a vessel, by its effect upon the minds of the islanders, would tend to lessen the hardships and dangers of our sailors whom shipwreck may hereafter throw among them. Indeed, this was one among other reasons which induced the late president to adopt her as the flag-ship of the expedition; and so fully was he convinced of the importance of a frigate, that he is known to have said, during the last session, that a ship of that class should form one of the squadron, whether the appropriation, then pending, was made or not.

"A Friend to the Navy" tries his hand at verbal criticism, and, like the wiseacre in the fable, who took a single brick as a sample of the whole edifice, dashes upon a few detached sentences of a certain address on the subject of the expedition, delivered in the Hall of Representatives before the members of Congress on the 3d of April, 1836. What that address has to do with the derelictions of duty which "Citizen" charges upon you, has not yet been pointed out.

Though I cannot say you have evinced the acuteness of Juvenal, the grammatical accuracy of Harris or Gifford, or the polish of that rancorous critic, Dennis, still I must own that you appear to have caught the mantle of old Father Pepys, who, in his memoirs, thus discourseth about Hudibras: "When I came to read it, it is so silly an abuse of the old Presbyter Knight going to the wars, that I am ashamed of it: and by-and-by meeting at Mr. Townsend's at dinner, I sold it to Mr. Battersby for eighteenpence." Your critical acumen seems to be of about the same calibre as that of the censor of Hudibras; and I advise you to dispose of this said address as he did of Butler's poem—sell it!

With great respect I have the honour to be

Your obedient servant and fellow

CITIZEN.

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P.S. No. III. of "A Friend to the Navy" is acknowledged a decided improvement in style, though a sad falling off in temper! New-York, August 23, 1837.

IX.

In this paper we publish the concluding address of a "Citizen" to the secretary of the navy. We wish that the discussion had not been so far protracted; we wish that we could have avoided giving pain to any member of the administration; but circumstances were uncontrollable, and the fortune of the exploring expedition, one of the noblest and most important measures ever adopted by the American government, seemed bound up in the prosecution of the discussion. Plain duty, therefore, marked our course, and we have not shrunk from it, however disagreeable it may have been. The letters of a "Citizen" have been distinguished by thorough knowledge of the subject, unbounded zeal in the great cause, a single-minded devotion to its interest, purity of style, force of argument, and logical clearness of statement and induction. Universal public opinion approves warmly of his undertaking, and ascribes to its able execution the welcome improvement in the prospects of the expedition, the probability of its now efficient equipment and speedy departure. For ourselves, we believe well, that, but for the labours of our correspondent, the expedition would not now have been within a twelvemonth of sailing, if it ever sailed at all, unless crippled of all efficiency and capacity for usefulness. The "Citizen" has served his country and the cause of science and humanity nobly; and he has served, perhaps saved, the head of the navy department. We take leave of him with our best wishes for his prosperity and happiness, wherever his sphere of life may be cast.—Editor of the New-York Times.

To the Honourable Mahlon Dickerson, Secretary of the Navy.

Sir,

I can only account for the confession made in the first paragraph of your third number by regarding it as another confirmation of the trite saying of the Latins, that "those whom the gods intend to destroy they first make mad." Excuse me for not giving the Roman text: I set out with the intention of speaking in plain English, and shall not now change my original purpose, though the translation may grate somewhat harshly on your classical ear. But to the confession. "A Friend to the Navy" tells us that, had the expedition been fitted out with a sloop-of-war and such other smaller vessels as the law of the first session of the last Congress authorized, together with such books and instruments as the country afforded, the whole fleet, on that scale, might have put to sea on or before the meeting of Congress in December last; but when it was determined a frigate should be em-
ployed, "it was evident," we are told, "that another session must 
elapse, and further appropriations be made, before the fleet could 
be sent to sea." Is this true? Will the country believe it? If 
so, into what a condition have you brought our navy, when the 
head of this great branch of national defence can make so humili-
ating a declaration to the world! I have already shown that the 
only departure even from the strict letter of the law was the sub-
stitution of the frigate of thirty-six guns for a sloop of twenty-four. 
What a nutshell to hold so many difficulties. The difference be-
tween a sloop-of-war and a frigate! And let it be borne in mind 
that a report had been made which stated that in ninety days the 
Macedonian could be ready for sea. This report was made by 
the commissioners to the president prior to the selection of the 
last-mentioned vessel. The difference between this ship and a 
sloop-of-war is twelve guns, and yet the disparity, in fact so tri-
fling, is paraded before the public as a valid excuse for the shame-
ful and unnecessary detention of the expedition. By "extraordi-
nary efforts," however, you have been able to overcome this dif-
culty in fitting out an expedition at the rate of about one gun per 
month!!!

It is a matter of surprise that the confession to which I have 
referred should have escaped "A Friend to the Navy," inasmuch 
as you must remember having declared, from the beginning, that 
the expedition could not sail during the past season. Yes, sir, I 
remember to have met you in the lobby of the theatre at Wash-
ington on the very evening of the day on which the bill passed 
the house, and that you then remarked, previously to a word being 
said as to the size of the vessels to be employed, that the squad-
ron could not be despatched that season. I repeat, sir, to me, 
the "Furious Citizen," did you make that declaration. Do you 
forget it? Have you forgot, also, how reluctantly you took the 
measure up when required by the president to do so? Sir, you 
intended, from the first, to bring the matter a second time before 
Congress. Will you give the negative to this assertion? And 
was it not because you felt deeply chagrined at being unable to 
defeat the enterprise as authorized by Congress?

As a plea in mitigation of judgment, for I cannot consider it of-
fered as a defence, we are told what extraordinary efforts you had 
used during the month of June, 1836 (I mention the year, lest,
from the multiplicity and variety of your endeavours to frustrate the enterprise, some confusion should ensue in point of time); which efforts, it appears, consisted in having written to Commodore Jones "without delay," conferred about the vessels, given orders for their construction, and directed that sailors should be recruited to man them. Even the days are named on which the orders were issued, viz., the 6th, 7th, 11th, and the 20th of June; and the whole statement is evidently relied on to explain away your subsequent tardiness of action, as also to enable you to exclaim, with an assumed air of candid surprise, that "in all this a 'Citizen' can see nothing but insufferable delay, for which he holds the secretary responsible." After some other samples of twaddling criticism about the South Pole, confirming the observation that

"Great wits, like great states,
Do sometimes sink by their own weights,"

you very complacently lay the flattering, but, alas! delusiveunction to your heart, that none "except the 'Citizen,' and a few who have been bitten by him, can see any cause for throwing censure upon the secretary."

Sir, the public mind has been slow and reluctant to fix its condemnation upon you, but it has been constrained to do so, and the future Plutarch of our republic may indignantly inquire, "Who was this honourable secretary, that he should have so ungraciously endeavoured to thwart the wishes of his country by creating obstacles to the fulfilment of a noble and useful national design?" Think you the brief biographical notice of you contained in the "National Portrait Gallery," partial as it is known to be, will afford a satisfactory reply?

What I stated in relation to the shipment of men, the completion of the frigate and store-ship, and the organization of the scientific corps, you have not denied: the facts cannot be refuted. Not the slightest extra encouragement was allowed by you for the purpose of inducing seamen to join the expedition. The Macedonian was not finished, nor was she in a condition to receive her crew, in December, 1836, as stated in your annual report; nor did she receive her crew on board until June, 1837. On these points you offer a volume of explanations, about as falla-
cious and irrelevant to the matter at issue as was the excuse of
the individual who wrote a letter and requested his correspond-
ent to pardon errors in orthography, as his knife was so dull that
he could not mend his pen. Your explanations are non sequiturs
of nearly the same calibre, and will probably carry as clear con-
viction to the mind of the reader. I have no desire, sir, to mis-
represent you; the truth is bad enough without any exaggeration.
The charges I have preferred against you on account of your of-
official delinquencies have gone to the public through the same
channel as your defence, and the public will judge between us.
The words "extraordinary efforts" are not, as stated by you,
a fabrication; they occur in your report, and are fairly applicable
in the sense in which I used them. It is a shallow evasion to
say "the duties were to be performed by others, not by the sec-
retary. He does not superintend the recruiting of seamen."
True, sir, you do not personally bargain with the sailor; but it
was your duty to afford to others the means by which unusual ex-
terions could be made; and these you pertinaciously refused. If,
as you state, "it was unusual to put the recruiting service under
the superintendence of the commander of the squadron;" if it
were unusual to recruit seamen for a particular service, both of
which you own you were directed by the president to see done,
the inquiry presents itself, why were not these measures more
successful? I have already stated the reason. You refused the
necessary means for carrying out this plan of shipping for a
special service by prohibiting the offer of all inducement beyond
what the ordinary rendezvous afforded. Nay, more: when on a
visit to this city in August, thirteen months ago, on seeing the
bills up for the special shipment of men, did you or did you not
say that you would fix that business by allowing the same privi-
lege in shipping mariners for the Pacific and Brazilian stations;
and were not similar placards accordingly posted on the walls, thus
rendering the facilities in favour of the expedition a mere mock-
ery? Your assigned reason for not placing funds in the hands of
recruiting agents, except at the regular depôts, is perfectly fu-
tile, as security for the advances and delivery of the men could
have been taken at New-London, New-Bedford, and other inter-
mediate points.
The "threats" in my second letter to give a withering review
of the conduct of those who had attempted, by misrepresentation of its purposes, to defeat the expedition, you seem to think have not been redeemed. You appear, also, to have some difficulty in recognising the parties to whom I had reference. I have no wish to be obscure, or to leave any doubt on your mind upon this point; I will therefore say at once, "thou art the man" to whom I alluded as being at the head of those who misrepresented the true objects of the measure with the sole view of compassing its utter defeat.

If my review of your official conduct has not been sufficiently "withering," I am quite willing to amend my error; the subject is far from being "exhausted."

There is but one more point in your third number which I esteem worthy of notice. I allude to your sneering remarks on the mass of information treasured up by our whalenmen during their voyages in the Pacific Ocean and South Seas, which information formed the subject of a report to the department in 1828; to be found among the documents setting forth the objects of the undertaking.

Who ever vouched for entire accuracy of detail in the document you have pretended to criticise? No one, sir, has made such an averment, and of this fact you are perfectly cognizant. The individual you mention as having rendered himself ridiculous through the report in question held the following language in his address before Congress, when speaking of the information that report imbibed.

"That the positions of the islands, as laid down by our whalenmen, are determined with accuracy, we pretend not to assert; neither do these adventurous navigators themselves lay claim to any such exactness. The very nature of these pursuits almost precludes the possibility of such a result; their primary object being to take whale, and not to make discoveries. When, however, we reflect on the disadvantages under which they labour; unprovided with instruments of improved construction; often computing their progress by the run of the log alone, without allowance for the influence of currents, the force and direction of which they do not stop to investigate, it must be conceded that the information they have imparted is more correct and explicit than we could reasonably anticipate. But if these men have not the
means and opportunity of noting with precision the geographical position of their discoveries, it is still less within their power to ascertain the capacity, resources, and productions of the new lands. Whale-ships lost in the process of examining a group of islands or a reef forfeit their ensurance. Even were this otherwise, time cannot be spared for such a survey; and thus a brief note in a vessel's logbook is frequently the only recorded notice of a dangerous reef or a new archipelago. It is impossible, however, to examine the reports of our South Sea whaling captains without feeling the value of that mighty mass of rude materials with which they have furnished us. To have those materials carefully analyzed, and a work upon which confident reliance can be placed prepared for future use, is the bounden duty of government. The prosecution of these objects will constitute an important part of the labours of the expedition; labours which ought not, in justice, to have been delayed till now. Perhaps the silent and unobtrusive manner in which our great ocean concerns are carried on may, in some measure, account for, if it cannot justify, the negligence of our government in not watching with a more vigilant eye the interests of our civil marine, and protecting it more effectually by the strong arm of naval power. I put the question to every liberal-minded, intelligent individual within these walls, is it honourable, is it politic or wise—waiving the considerations of humanity and duty—to look supinely on, while our citizens are exposed to shipwreck in seas or coasts, and among islands, of which they possess no charts capable of guiding them aright, and to suffer them to be massacred by savages for lack of such a judicious exhibition of maritime strength as would command respect by showing the ability to enforce it? And yet such is the situation of our commerce in many parts of the world."

And pray, sir, what is the language of Admiral Kruzenstein, which you have hunted up, in relation to this same report? Precisely in substance what its author himself held, as will appear from the translation quoted below.

"At the time when the American government contemplated fitting out an expedition to explore the Pacific Ocean, Mr. Reynolds presented to the secretary of the navy, Mr. Southard, a memorial, of which a copy has been communicated to me, in which he presents the results of the researches made by him in the different
ports of the United States into the subject of the discoveries of American whalers.

"The information received by him from the whalers, and which he communicates in his memorial, is not, however, of a nature to inspire great confidence. Islands may there be seen under the same name, and differing several degrees in longitude; there are several others designated under the same latitude and longitude, which certainly must be one and the same island."

Thus it will be seen that the authority of Admiral Kruzenstein, so far as it is of any importance, is decidedly against you, and fully sustains all which has been claimed for the document, based on the materials furnished by our whalers, viz., that it goes to show that the knowledge we possess of the Pacific Ocean and South Seas is so imperfect as to demonstrate the utility of sending out an expedition to ascertain and settle what is at present vague and uncertain, and thus give additional security to our commercial interests in those quarters. With these remarks I shall leave you to reflect on the illiberality and injustice of the attack you have made on the enterprise of our whalers, for your remarks will bear no other construction.

And now for the fourth and last article you have given to the public. I shall content myself with a few brief remarks upon this "delectable" production. It bears indubitable evidence that you have become alarmed at the untenable nature of your position, especially in maintaining that the great object of the expedition was to explore regions as near the South Pole as can be approached without danger.

In that number you have, for the first time, been compelled to confess "that from the enterprise much benefit will result to the commerce and navigation of our country, and great additions be made in many important branches of science." For the sake of this confession I am willing to pass over without comment many amusing quibbles and tergiversations incident to your defence, seven eighths of which are utterly irrelevant to the subject-matter at issue between us.

You are now, as I am pleased to learn, doing your duty with a much better grace than could have been expected, considering your late disappointments. To bring you to this point was my sole motive in addressing you. For the mere sake of controversy
I should not have written, as I feel no pride in a triumph over you. It is sufficient for my purpose that you have at length been driven to abandon the position assumed in your famous report of April 16, and subsequently maintained in your instructions to the naval board, with both of which the annexed extract from your last letter appears in amusing contrast.

"Five sixths of the time of the cruise the squadron will be in lower latitudes and milder climates, making surveys and explorations; discovering islands, rocks, reefs, and shoals; ascertaining latitudes and longitudes; affording aid and protection to our merchants and whalers; rescuing wrecked mariners; and performing a variety of other duties," &c., &c.

This is rational; this is what the friends of the expedition have uniformly declared; but just what you have never, until now, admitted. Go on, then, as you are now doing, to the end. Despatch the expedition with a just and enlightened liberality; abandon all efforts to defeat, retard, or cripple its efficiency; claim credit for good intentions; protest that you never wished to destroy it, and you may yet receive, if not entire forgiveness for the past, at least a glorious oblivion for the future!

A "Citizen" fully agrees with you in the importance you attach to the examination of high latitudes south. He has never maintained other opinions; but he regards it as one object, not the great objects of the enterprise. Nor has he ever used any language in reference to the attainment of ninety degrees south which he is not willing again to repeat. In the very document, and in the very pages you have turned over, he has said—"That the ninetyeth degree, or South Pole, may be reached by the navigator, is our deliberate opinion (unless intercepted by land), which all that we have seen and known has tended to confirm. That an expedition should be despatched from this country for the sole purpose of ascertaining the practicability of attaining it is not, perhaps, to be expected; but that the effort should be allowed to be made in connection with the other great objects of the enterprise, is perfectly in accordance with the most prudential policy. We shall not discuss, at present, the probability of this result, though its possibility might be easily demonstrated. If this should be realized, where is the individual who does not feel that such an achievement would add new lustre to the annals of American
philosophy, and crown with a new and imperishable wreath the nautical glories of our country."

Allow me to ask, sir, what you find exceptional in this language. I do not know that you would rejoice at such an achievement, but I do believe there is not another individual, of the fourteen millions that inhabit our republic, who would not exult in the honour it would confer on the American name.

If I have rendered myself "ridiculous" by what I have said on this point, you will at least find that I stand in pretty good company. Permit me to commend to your especial notice the following account of the French expedition, which your "extraordinary efforts" have suffered to precede our own.

"M. le commandant Dumont d'Urville received on Friday audience of his majesty the king. In the interview, which extended beyond half an hour, his majesty reiterated his wishes that the exploring expedition of the Astrolabe and Zelie might realize the anticipations entertained by the former ministers of the marine, and that to France and to his reign may redound the glory of having approached the nearest to the antarctic pole. A reward is promised to the sailors, should they extend their voyage so far as the seventy-fifth degree, and this reward will be augmented in proportion to each degree obtained beyond this designation. 'In case they should approach to the pole,' said his majesty, with enthusiasm, 'then everything will be granted to the sailors that they may demand.'"

Now, sir, does this account of the "enthusiasm" of his majesty arouse no spirit of rivalry in your breast? Does it not suggest an occasion for the American minister of marine to do one act in his official career that shall save the pages of his biography from being consigned to the trunkmakers' and pastrycooks' shops? What is there that you can do to accomplish such a miracle? I will tell you. Just draw up a spirited little report, asking of Congress the authorization of a reward to be given to the officers and men of the expedition for attaining the seventy-fifth degree south, with an appropriate increase for each additional degree even to that point where all the meridians terminate; where our eagle and star-spangled banner may be unfurled and planted, and left to wave at the very pole itself!

Do but this, and
"Then time shall render to you
The justice that is due you,
Till the very state that grew you
Stares in wonder."

Sir, throughout all the numbers constituting your defence in this controversy you have been determined, from some motive inexplicable to me, that the parties engaged in it should not remain unknown to the public. Of this I do not complain, but have endeavoured to gratify your wish by gently intimating to the community the high source to which it was indebted for those masterly and statesman-like papers bearing the signature of "A Friend to the Navy." It would be uncandid in me, therefore, under present circumstances, to affect that you were incorrect in ascribing to the individual you have designated the authorship of the articles over the signature of "Citizen." This avowal made, I shall reply to your remarks personal with the directness they seem to require; having hitherto abstained from answering them with the intention of disposing of them en masse. The following is from your No. I.

"This angry 'Citizen' is no doubt Mr. ——, who has succeeded in producing an impression through the country that this is his expedition; an impression much strengthened by the publication in October last of his address delivered on the third of April of last year in the hall of the House of Representatives," &c., &c.

Here is a grave charge made by a personage high in place, and the document containing its alleged proof is named. Now, sir, on page ninety-eight of this said address, which lay open before you when you made an extract from the opposite page, ninety-nine, is contained a declaration of my motives of action; and I defy you, or any parasite under your control, to point out a single act of mine which has not been in conformity with the spirit and letter of the sentiments therein expressed; they read as follows:

"We have no narrow and exclusive feelings to be gratified. We wish to see the expedition sail solely because of the good it may do and the honour it may confer on the country at large.

"For the same reason we wish to see it organized on liberal and enlightened principles, which object can be effected only by calling in requisition the known skill of the service, which will
be found equal to the discharge of every duty in any way connected with the naval profession.

"But this should not be all. To complete its efficiency, individuals from other walks of life, we repeat, should be appointed to participate in its labours. No professional pique, no petty jealousies, should be allowed to defeat this object. The enterprise should be national in its object, and sustained by the national means; belongs of right to no individual, or set of individuals, but to the country, and the whole country; and he who does not view it in this light, or could not enter it with this spirit, would not be very likely to meet the public expectations were he intrusted with the entire control.

"To indulge in jealousies, or feel undue solicitude about the division of honours before they are won, is the appropriate employment of carpet heroes, in whatever walk of life they may be found. The qualifications of such would fit them better to thread the mazes of the dance, or to shine in the saloon, than to venture upon an enterprise requiring men, in the most emphatic sense of the term."

Having, as I trust, satisfactorily disposed of this point, I proceed to notice your remark, that "the extravagances of Mr. ——— have created many difficulties in fitting out this expedition; yet all can be obviated if he will be content with the distinguished and lucrative situation assigned him in the same."

Sir, is it your wish to enter into a full discussion in reference to the position you have assigned me, as compared with the original appointment given me by President Jackson? Are you willing that I should publish our correspondence on this point? Are you ambitious that the public should know how magnanimously you have acted in the premises? I apprehend not; but, if you are, at a proper time you shall be gratified. I never did, I will not at present, obtrude any matter personal to myself upon the public. That the expedition should be efficiently organized, and placed in proper hands, I have ever deemed a point of infinitely more importance than the station I should hold in it, or that I should accompany it at all. To effect that object, and to prevent you from destroying the enterprise, have my humble but best efforts been at all times directed; and this, I apprehend, has been "the head and front of my offending."
Nor will I allow you to justify any portion of your hostility to the expedition on the unsustained assumption that I have created difficulties or thrown obstacles in the way of its earlier completion. As, however, you have chosen to speak of "the distinguished and lucrative situation assigned me," I cannot refrain from informing you that I feel no pride in the distinction your appointment confers on me; that I would not turn upon my heel to preserve it; and that you are at liberty to take it back when you please; nay, more, that it is your duty to do so, if you were sincere in saying that I "have created many difficulties in fitting out the expedition."

Why, sir, if you were consistent, the very charges you bring against me ought to make me your greatest favourite. When, until in this instance, did you ever complain of any one for throwing difficulties in the way of the expedition? Indeed, rumour says—and I have seen some things which went far in confirmation of the thousand-tongued goddess having for once spoken truth—that those who threw most impediments in the way of the enterprise have been favoured with distinguishing marks of your regard, and have obtained from you almost anything for which they asked; and, further, that, until very lately, the surest passport to your good graces was to attack the exploring expedition. I have heard it asserted that this ruse has been practised more than once, and always with the same distinguished success.

You say, in the conclusion of your third number, that I have not only contrived to render myself ridiculous, "but to throw some degree of ridicule upon the present exploring expedition;" and that "to divert this ridicule from the officers of the navy who may embark in this expedition, and to confine it to its proper source, and to show that the scientific corps selected are not of the school of the savan in question, shall be the peculiar care of A Friend to the Navy." Sir, this manifesto of your "peculiar" intentions does not surprise me. It is only in perfect keeping with your "peculiar" line of conduct towards me from the beginning; and I should feel surprised if it were not continued to the end. I expect nothing from your magnanimity or your justice!

As regards my attainments, I am free to own they are far from equalling my wishes, and by no means what I yet hope to make them. Nevertheless, humble as they are, I can feel little anxiety
as to their estimate by one who could not, in all probability, find his way across the Atlantic if put to the test; or give the number of cubic inches in a sapling six feet in length and four inches in diameter, though the emoluments of his office depended on the result; one, the barren records of whose entire public life afford not a solitary instance of a useful measure originated or a single patriotic sacrifice made in furtherance of the public good.

With great respect,
I have the honour to be
Your obedient servant and fellow CITIZEN.

New-York, September 23, 1837.

X.

Exploring Expedition.—We invite the attention of all our readers, but more particularly the members of the House of Representatives, to the letter of "A Citizen" addressed to the secretary of the navy in this day's paper. It will be followed by two others; and upon the facts which these letters will bring before the public we are perfectly willing that the merits and demerits of the expedition, as now organized, should rest.—Editor of the New-York Courier and Enquirer.

To the Honourable Mahlon Dickerson, Secretary of the Navy.

SIR,

When I had closed my ninth letter, addressed to you through the New-York Times, I felt that kind of pleasure which the mind experiences when an unpleasant, but, at the same time, a necessary duty has been performed. In my correspondence with you, through the medium alluded to, I took occasion to speak of your official conduct, as connected with the South Sea surveying and exploring expedition, with the directness which the subject seemed to require. I charged you with official delinquency, and, in a series of letters, I went into detail for the purpose of showing that the charge was well founded. Through the same channel in which my communications appeared you replied, by way of defence, in four numbers, over the signature of "A Friend to the Navy." The controversy became troublesome to you, and I desisted, delighted with the thought that I should not again have occasion to address you. But I was mistaken. The expedition has not yet
sailed. Your annual report shows the quo animo with which you still regard it. New commissions are to sit in judgment upon it; the defusive impression is still to be kept alive, that a reduction of its force would render it more efficient and more likely to secure the important objects for which it was authorized. Is this true? Why are you not more explicit? Why do you not state what force you would substitute, and show the manner in which the great purposes of the enterprise can be fulfilled by that force? Sir, there is no organization that would suit you. I remember that, three years ago, you were hostile to the measure in every shape and form. I recollect that the year following, when the legislature of New-Jersey passed a resolution recommending it to the favourable notice of Congress, you so modified your hostility as to consent to have the word "exploration" inserted in the general navy appropriation bill for 1836. You would not, even then, listen to the suggestion of an expedition being especially provided for, but said you would send out one or two small vessels, to act under the orders of the commanders of the Pacific squadron. These were your enlarged notions of a great national enterprise; an enterprise in which we were to make our début in the field of maritime discovery; and these opinions you expressed in my presence, and in conversation with me.

Sir, the truth is, and of this you are well aware, that, from the beginning to the end, in your private as well as official capacity, you have been an enemy to the undertaking, and never omitted any effort that could retard or tend to defeat it. I do not assert that you have been bold and manly in your opposition. Far from it. At first your attack was open; but, as the current of public opinion began to set strongly in favour of the measure, and the pride, and intelligence, and science of the country became enlisted in its behalf, your opposition assumed a more covert form. You now, on many occasions, professed yourself friendly to the expedition, but then all was wrong about it; another organization would have been the right one; and every available incident was made a plea for delay. If an officer wished to disconnect himself from the exploring squadron, his wish was almost anticipated; if another, from Missouri, was desirous of joining it, he could have permission to do so, provided he bore his own expenses to Boston. Was an excuse wanted for the tardiness of your depart
Ment in despatching vessels to other stations, the expedition fur-
nished it. Did matters look threatening in the Gulf of Mexico, 
no vessel was so well fitted to protect our commerce in that quar-
ter as the Macedonian. Did the political horizon betoken a squall 
in the direction of Mexico, the exploring vessels must be kept at 
home to fight. The banks suspended specie payments, and 
straightway the difficulty of procuring a large amount in specie 
to send out in the ships was a mountain not to be got over, though, 
in sober truth, twenty, or, at the most, thirty thousand dollars 
would have been an ample supply. Thus have you gone on, vir-
tually trampling upon the laws of Congress, and setting at defiance 
the wishes of the whole country. That a day of reckoning is at 
hand is the prevailing opinion, but with that matter I have nothing 
to do. I have only been induced to take up my pen by the per-
rusal of your annual report, and shall confine myself to an exam-
ination of that specious and hollow document.

In looking over that portion of your report in which you speak 
of the fiscal concerns of the expedition, I find that the three hun-
dred thousand dollars appropriated by Congress in May, 1836, 
was all expended in preparing the vessels. This is a serious item, 
and makes a heavy account against the enterprise. But the state-
ment is only calculated to mislead the public. Let it be remem-
bered that sixty-two thousand dollars of this sum went to the 
completion of the frigate Macedonian; an amount which would 
have been required from the treasury for the same object under 
any other head. The store-ship Relief was on the stocks before 
the measure was authorized; the sum necessary to finish that 
vessel was nearly as large as that which had been required for 
completing the Macedonian, and it would have been expended 
under any circumstances. In addition to these vessels, two brigs 
of two hundred and thirty tons each, and a schooner of one hun-
dred and thirty tons, were built, which consumed the residue of 
the three hundred thousand dollars. Now the two brigs have been 
compactly and strongly constructed. They will last twenty years, 
and can be advantageously used as transports, or on other duty, 
and may be thus employed whether they do or do not sail on the 
specific service for which they were intended. The schooner Pilot 
is not worth what she cost; but to whom is the fault attributable? 
We shall see anon.
Thus it becomes evident that, in the disbursement of the first appropriation, the country has sustained no loss; that two ships, partially built, have been finished by the application of this fund, and two other vessels added to our naval force. It is true that the cost of labour put upon these vessels appears very high, being nearly, if not quite, one hundred per cent. more than the same work could have been done for in a private shipyard. But this, if a fault, is to be charged to the manner in which the public work is done, and cannot be attributed to the expedition, or to any one connected with it. If the vessels are not framed after the most approved plan, to whom should the blame be imputed? I have heard it whispered that the first designs made by the naval constructor for the model of these craft were altered. If so, by whom? Certainly not by Commodore Jones. I have before me a copy of a letter from that officer to the naval artificer, where he asks for vessels in which good sailing, good storage, and good accommodations should be combined; and not one of these qualities was to be sacrificed to another. In this letter he says nothing about length, breadth, or model, but leaves all these matters to be settled in the quarter where they are usually decided. If the schooner Pilot be unfit for the service for which she was expressly built, the Active ought to have been furnished in her stead without additional charge, as a tailor would furnish a new garment in the place of one that did not fit when made to order. If the brigs be what they ought to be, then they are, under any circumstances, worth to government what they cost; that is, as much as anything made in our public yards is worth what it cost; if they are not what they should be, then there has been bad management in some quarter, and the friends of the expedition are not responsible. So much, then, for the three hundred thousand dollars of the million and a half which this prodigal undertaking is to cost the nation.

After showing what was the outlay for these vessels, and charging what had been expended in finishing the Macedonian and Relief (already under way), as well as the amount disbursed for the construction of the smaller craft, to the account of the expedition, you have carefully added the sum which would be necessary for the support of the squadron during the three years of its contemplated absence, and appear to have felt increased strength, as
you again threw the whole weight of the department against the measure in the following sentence:

"As this statement of facts could leave no doubt that the exploring expedition would cost nearly, if not quite, a million and a half of dollars, and as it greatly exceeded in number of vessels and men the most successful expeditions of like character heretofore sent out by the maritime powers of Europe, it was believed that its amount would have been reduced by withholding a part of the appropriation asked for by the estimate. This, however, was not deemed expedient, and the full appropriations were made by an act of the third of March last."

Now, sir, with all due deference, I take up this assumption, which is unsustained by a single argument, and am prepared to show that the exploring expedition, as authorized by Congress and sanctioned by the late executive, in its naval and scientific departments, in all that it is designed to effect, courts investigation, and will bear it. The more closely it is compared with what the maritime powers of Europe have done; the more it is examined and understood by a careful analysis of our interest in and our knowledge of the seas where its labours are to be performed, and an inquiry if the present force be not properly adapted to the faithful performance of its labours, the more will its friends be strengthened in their position. On the other hand, those who have not had leisure to examine the subject in detail, or have been misled by your objections, ill-founded as they are, will perceive that the great national objects to be attained would justify an increase rather than warrant a diminution of the force at present prepared; and which, but for your hostility to the whole enterprise, might ere now have been in the field of its usefulness, engaged in those investigations which our interest and our honour equally require should be made.

And what, sir, are the arguments at this day in favour of the design? They have been again and again set forth in able reports from committees in Congress, and are understood by the intelligence of the whole country; but nevertheless they receive no consideration from you. It is humiliating to have occasion to recur to them at this late period, and I shall do so as concisely as possible. No portion of the commerce of the nation is more important than that carried on in the seas which it is to be the chief duty of the expedition to survey and explore. At the lowest esti-
mote, twelve millions of active capital are involved in one branch of the whale-fishery, and there are employed in the whole business, directly and indirectly, not less than sixty millions of property, twelve thousand seamen, and from one hundred and sixty to one hundred and seventy thousand tons of shipping. The annual income to the United States from this source is between five and six millions of dollars. It is to the protection and safety of this important interest that the expedition has a direct reference, as has been again and again stated in memorials to Congress. The whaling business is chiefly carried on in seas more remote and less accurately known than any other regions visited by our vessels. Hundreds upon hundreds of islands and reefs existing there have no place or name on our latest and most approved charts. For instance, there are from one hundred and fifty to two hundred islands in the Fiji group alone, not one of which can be found, with sailing instructions, on any map or chart hitherto published. With this group we have had no inconsiderable trade in native productions suitable to the Chinese market; and the amount of property lost there from the want of a more perfect knowledge of the locality of the islands would pay a goodly portion of the expenses of the expedition. More than one hundred mariners, American seamen, have been shipwrecked, and a large majority of them sacrificed to the murderous cruelty of the natives at the Fiji Islands alone, while we have never endeavoured to overawe the savages by any demonstration of our power, or tried to conciliate them by kindness.

Let us suppose, for a moment, that the exploring squadron has arrived at New-Zealand; perhaps the best point from which to commence its operations, either north or south. Stretching to the northward, the Fijis would command immediate attention. How could the present force be employed in that archipelago? The frigate would not be engaged in sounding among the coral reefs; she might take her station in succession at the principal islands, and with her boats and launch, to the latter of which has been affixed a compact, well-made engine, of five horse power, provided by the prudential forecast of Commodore Jones, might survey the principal harbours of the largest island, and of all others within twenty or thirty miles, while the minor vessels would be despatched on more distant surveys to the other portions of the
group. The frigate would be the headquarters, from whence all subsidiary expeditions would depart, and to which all returns would be made. On board of her the charts would be prepared from the notes and observations of surveying parties; and from her the smaller vessels would receive protection, and every facility in the execution of the duties allotted to them. Upon her decks, or by her officers on shore, conferences might be held with the native chiefs; and if by a mild, conciliatory deportment their confidence could not be won, the formidable aspect of such a vessel would overawe and restrain them. If one of the smaller craft, while engaged in surveys among the islands, or while in a high latitude during the few months of the southern summer when it would be proper to trust her there, should sustain any damage, she could fall back upon the frigate, as upon a friendly haven, for succour and repairs. Shipwrecked mariners now in captivity might be rescued, and their deliverance would, probably, be accomplished by the mere *exhibition* of a force adequate to compel their liberation. The sick from the store-ship, brigs, or schooner, might be made more comfortable on board the frigate, while from her crew their places could be supplied with fresh hands.

The two largest islands in the Fiji cluster are *Navihictevoo* to the south, and *Fikanova* to the north, both of which contain fine harbours. These would form at different times, according to their proximity to the scene of action, the rendezvous of the expedition, while the hydrographical and scientific labours were going on, by means of the frigate’s boats and the smaller vessels, in the various portions of the group. This archipelago of islands is not a mere collection of barren reefs and sandbanks, but it is inhabited by, it is supposed, one hundred and fifty thousand natives, of whom, as well as of the varied produce of their country, we possess no authentic information. And yet, from a single port in the United States, we have had near a dozen vessels engaged, as already stated, in procuring from the members of this cluster such articles as were suitable to the China market. In exchange for these, rich returns have been made to this country, the duties on which have for years added to our national revenue. But these are matters you have studiously kept out of sight in all your reports. If you were ignorant of the facts, which, in charity, I have sometimes been tempted to believe, that you are not disposed
to become acquainted with them I know from the circumstance that you have avowed your intention not to look at the memorials to Congress praying for the expedition, nor to the reports of committees setting forth its objects, while making up your mind of what the material and personel of the enterprise should consist, when it was to sail, and what it was to do.

Putting the case that the exploring squadron had accomplished all that was necessary to be done at the Fiji Islands, where would you next direct its course? In every direction from that point it would find duties to perform; but I wish to bring you down from your generalities to something specific, and, therefore, repeat, where would you next direct its course? Perhaps it is not respectful in me to propose this question, recollecting, as I do, that your knowledge of geography and our interest in the seas to which I refer only enabled you to name three places on the globe in your general instructions for the guidance of the expedition, and all of these as well known as the port of Brazil, the Falkland Islands, or New-Zealand.

About seven hundred miles northeast from the Fijis lies the Navigator Group. Let this be considered the next point of general rendezvous. In the passage thither the lesser vessels might vary their routes, touching at and fixing the positions of the westerly and least known portions of the Friendly Islands; while the frigate might show herself in the principal harbours, hold communications with the natives, and, by so doing, promote the interest and add to the security of our shipping in that quarter. The Samoa, or Navigator's Group, was discovered by the French circumnavigator, Bougainville, in 1678, and again visited by La Peyrouse in 1788, more than a century afterward. M. de Langle, the companion of La Peyrouse, with a number of his men, were killed by the islanders. In consequence of this catastrophe, an impression prevailed for many years that these islands could not with safety be visited. Nothing to be relied on in the hydrography was given by the French discoverers; and Kotzebue, who touched at this group subsequently, did not correct a single error of his predecessors. Even Norie, in his epitome, gives the names of the islands different from those they bear on his charts of the Pacific, and neither are correct. This archipelago consists of eight islands, and contains not less than one hundred and sixty thousand
inhabitants. So far from it being unsafe to hold intercourse with
them, the natives are now known to be among the most docile of
the Pacific islanders. It was formerly supposed that there were
no harbours in this group. This is not so; Tutuila has two, in
one of which the Pennsylvania, and, of course, the Macedonian,
might ride at anchor. Opolu is from one hundred and fifty to two
hundred miles in circumference, and has a fine haven open to
the north. The bottom is sandy, and within twenty yards of
the shore there are five fathoms water. A small river disem-
bogues into the bay. One would imagine the Macedonian might
get into such a harbour without much difficulty. The largest
member of the cluster is Savaii, which is at least two hundred
and fifty miles in circumference, with lofty mountains, which may
be seen at the distance of seventy miles.

Thus it appears, sir, that one of the most considerable, as well
as the most populous groups in the Pacific, lying in the neighbour-
hood of the Society and Fiji Islands, and in the same range with
the New-Hebrides, New-Caledonia, &c., rich in all the productions
of the tropics, remains to this day, so far as a minute and prac-
tical knowledge of it is concerned, a terra incognita. Yes, sir,
and this is not all; it lies in the very track of our great whaling
operations, and a survey of its fine harbours—valuable from their
abundant supply of all the varied productions of the tropics—
would be of immediate and incalculable advantage to our fisheries
and other commercial interests in that quarter.

Thus might I proceed, sir, if the limits within which I must
confine myself would permit, to enumerate the islands and clus-
ters of islands which the expedition should visit. I might show
how our trade could be rendered more secure, as well as greatly
increased, by opening new markets for our agricultural and manu-
facturing productions. Yes, sir, augmented to an extent of
which you probably never dreamed, or, at least, if you had any
idea of it, you carefully kept your knowledge perdu while speak-
ing of the expedition. It were an easy matter also to show how
one or two of the minor vessels might and ought to make their
way south during the most favourable months of the southern
summer, and afterward, on the approach of winter in the southern
hemisphere, fall back to participate in the surveys going on among
the islands. By these efforts to reach high southern latitudes, re-
peated each year on different meridians, great acquisitions could and would be made to our present knowledge of the southern seas, and the nation would be reimbursed for its outlay by the opening of new channels of trade in animal furs.

Sir, talk as you may about the expense of the undertaking, the country owes the amount, ten times told, for the revenue collected from the varied trade in the regions alluded to; a revenue obtained without the expenditure of a dollar for the protection of the contributors thereto. But even if the debt were not already due to the unaided enterprise of our citizens, the benefits which must follow would repay, with noble interest, the expenses incurred. Who, then, that looks at the great national purposes to be attained, will assert that the force prepared is too large? Sir, it should be increased by two more small vessels of one hundred and thirty tons each, if any alteration be made; and this, too, with reference to its important naval and hydrographical labours, which are the primary and paramount objects that led to the action of Congress. I have yet to speak of the corps of naturalists which has been organized. What, in harmonious action with the naval officers, may be expected from that corps? I undertake to show that no comparison with "the most successful expeditions of like character heretofore sent out by the maritime powers of Europe" will justify a reduction of their numbers. Sir, I will go into the comparison anon in all its bearings, and you shall be welcome to all the support you can draw from it. Upon the issue of that comparison the friends of the expedition might fearlessly rest their cause, as in it they will find a triumphant vindication of what they have done and propose to do, notwithstanding the commission you appointed in June last have told us that, had they "been called upon before any preparations had been made, to state the number and character of the vessels which, in their opinion, would be best calculated to secure the attainment of these proposed objects, they certainly would not have recommended those which have been prepared." Sir, I am astonished that you should have introduced this isolated sentence in your report to the president and Congress, though I can readily perceive the motive for doing so. What, sir, were the "proposed objects," for the attainment of which that board of officers would have recommended a different force? The public will see when the in-
formation called for is published. In your instructions to that board, sir, you kept out of view all the important and leading operations to be performed among the islands of the Pacific. You told the members that the objects of the expedition were to go as near the South Pole as could be done with safety. Confined to that branch of the undertaking, the force would be too large; and the commissioners, governed by your instructions, did right in saying so. You were grievously chagrined at not being seconded in your plan of mutilation by the report of that body, and, for a time, allowed the preparations to go on with a much better grace than you had previously done, though I never imagined you would permit the squadron to depart before the meeting of the present Congress. The condition of the national finances promised you much; while the possibility that Congress, wearied and disgusted with the delay and expenses already incurred, might allow you to break up the "whole concern," or to cripple and send it out on a scale which would mar its usefulness, was doubtless a source of self-complacent reflection to you. Otherwise how shall we account for the fact that, the moment you heard of the greatly-to-be-regretted indisposition of Commodore Jones, you renewed, with indecent haste, your former efforts at cutting down, which, with you, means the same as cutting up? Instantly another commission is organized, with which you hope to succeed, though disappointed by the first. Sir, I respectfully inquire, what instructions have you given this new commission? Have you presented the whole subject, in all its bearings, fully and fairly? Have you handed in the correspondence between Commodore Jones and the former board? If you have done this in good faith, then you will not be sustained. If you have not, the report will be made on a partial exparte statement, and will be undeserving the consideration which the opinion of the officers selected, under other circumstances, would be entitled to. I shall write you again.

I have the honour to be,

Very respectfully, your fellow

CITIZEN.

New-York, December 28, 1837.
XI.

To the Honourable Mahlon Dickerson, Secretary of the Navy.

SIR,

Perhaps I ought to apologize for affixing your name to the head of this letter, inasmuch as I now intend to speak of the scientific labours to be performed by individuals attached to the expedition. To this department of the enterprise, notwithstanding all your correspondence with learned societies and your many professions, you are inveterately hostile. Well do you know that the very measures you are at present urging will break up the scientific corps, and render nugatory all the time and means expended in its ample preparations; that they will destroy the efficiency of the hydrographical department, in which the naval officers, as a body, would find constant and arduous professional employment. Of the duties of the latter, as regards hydrography, I spoke concisely in my last letter. With no complaint from the people in any quarter against the magnitude or expenses of the undertaking, as now contemplated, but, on the contrary, with the public voice everywhere in its favour, you cannot hope to escape the accountability to which your official action has subjected you; an accountability that few men would be willing to incur for all the honours and emoluments of your office, even though the incumbent might hoard up *five thousand dollars per annum*!

I have asserted that you were hostile to the scientific corps, *malgré* all you have said and written to the learned upon the subject. You commenced its organization with extreme reluctance; and it is notorious that you used the most extraordinary efforts to create jealousies between its members and the naval officers. When the principal *savans* were selected, having first been strongly recommended by our learned societies, their appointment *was not your act*, but the credit of it belongs to the late executive, who compelled you to perform this gallant duty. That distinguished individual took a most lively interest in the expedition; and, as some prominent members now in Congress, as well as yourself, are perfectly aware, was resolved that, so far as he was concerned, it should be sent out in all respects worthy of the na-
tion from which it emanated. You spoke to him of what other countries had done, and he told you what this country should do. In proof of his design that the enterprise should be all that its best friends desired, behold your own words, quoted from your annual report in 1836, in which you vouch for the late president's liberal sentiments in the following conclusive statement:

"As, however, it was your earnest wish that the intentions of Congress in authorizing this measure should be carried into effect with the least possible delay, and that the expedition should be fitted out on the extensive and liberal scale which the indications of public opinion seemed to require," &c., &c.

And how have you fulfilled, how are you now fulfilling, the wishes of the late head of the nation? But I forbear! The principal appointments in the corps were made twelve months ago, and its members severally accepted their commissions. Relinquishing all other employments, they held themselves in readiness for active service at a moment's warning; and Congress, at the last session, made provision for their pay for 1837. Some of these gentlemen were connected with the most respectable institutions in the country; and others, to my knowledge, had refused professorships. From December to the 4th of July last you kept them in suspense, and without salary; although each of them, during that interval, was more or less employed, in some instances under the authority of your department, in labours having direct reference to their duties as members of the scientific corps.

"Thousands at his bidding speed,
Who post o'er land and ocean without rest:
They also serve who only stand and wait."

But I waive, for the present, further details respecting this portion of your official conduct, as I wish to speak of the organization of the corps.

There is no part of the preparations of this expedition, sir, more commendable, in every respect, than the arrangements made for scientific research. To enlarge on the utility of such observation would be insulting to the intelligence of all who pretend to keep pace with the intellectual progress of the age. The science of the whole country, individually and collectively, is deeply concerned in the result of the expedition. Its votaries have looked forward with pride to the not distant day when this country should
wipe off, at one glorious effort, the taunting imputation so long cast upon her character, that she has never contributed to the common stock of knowledge for the benefit of mankind, while she was constantly availing herself of that collected by others. In what manner can you and your commissions atone to the nation for the frustration of these hopes? I mean to treat the members of your recent commission as I treated the former, with courtesy and fairness. The public, however, will be anxious to see their reports, and the instructions under which they acted. With the evident effect, if not with the design, of weakening the claims of the expedition, and of producing disaffection towards it in the naval service, you stated in your annual report to the president in December, 1836, that "scientific researches formed the most important objects of the expedition." If they were so, why did you not invite one or two individuals, distinguished for their scientific attainments, to meet and confer with your late commission? This you did not do, and we shall now behold your efforts to carry out the views of the body; which views, I shall be able to show, go to defeat the very designs which, you have said, formed the important objects of the expedition. Hence it becomes necessary to state the reasons which render this division of the enterprise peculiarly essential to the accomplishment of its desired ends.

The expeditions heretofore sent to the Pacific have, with a few unimportant exceptions, been despatched on some special errand unconnected with general exploration; as the survey of some particular coast, harbours, straits, or group, the observation of some phenomena in astronomy or physics, the opening of some new channel of commerce, or the like; and, of course, the number of naturalists accompanying them was proportioned to their confined field of action. Were this squadron designed merely to touch at a single point, or only to visit islands already partially explored, the number of naturalists would be greater than necessary. But the actual plan of this undertaking is, you must own, altogether different. The space within which its operations will be carried on may be said to extend from 20° north of the equator to the farthest attainable point south, and to comprise the entire breadth of the Pacific, from the western shores of South America to the eastern confines of Asia; for over the whole of that wide expanse we have interests afloat exceeding in amount those of all the mar
itime powers of Europe combined. This vast theatre of observation embraces islands of all dimensions, from New-Holland and New-Zealand down to the modest coral reef; and includes every climate, from the prolific torrid zone to the extreme limits of animal and vegetable life. I do not affirm that every spot deserving notice can be examined by this flotilla; far from it; but I do say that those places promising the richest return in science, and most immediately connected with our commercial marine, can be visited, if the expedition shall depart unshorn of its strength.

If, then, the intended sphere of observation be more extensive than has been proposed in any former enterprise attempted by the European maritime powers, it is only in accordance with our paramount interests; and the number of observers should be correspondingly enlarged, as also their facilities increased. This has been done by the selection of individuals, most of whom have given evidence of their qualifications by their previous labours; and all of whom, as before stated, have received the recommendations of persons whose authority in these matters is conclusive.

Let us then take a glance at this corps, as regards its numbers and efficiency, in order that you may have an opportunity of taking specific exceptions to it in detail. Come boldly forward, sir, before the intelligence and science of the country, state your objections, and abide the issue of their verdict. This will be better than to look for precedents as a guide for an enterprise wholly unprecedented in the multiplicity and importance of its objects. I suppose that, in the absence of official communication, the scientific department may be said to consist of:

1. A Philologist.
2. A Meteorologist, to whom is assigned Natural Philosophy in general, or Physical Science.
3. A Chymist, Mineralogist, and Geologist.
4. A Geologist, to whom is especially assigned Organic Geology.
5. A Botanist.
6. An assistant Botanist.
7. An Anatomist.
8. A Zoologist, to whom is assigned Malacology and Actinology, or all shellfish and soft marine animals.
9. A Zoologist, to whom is assigned Entomology, or insects of the land and sea.
LETTERS OF A CITIZEN.

10. A Zoologist, to whom is assigned Ichthyology and Herpetology, or fishes and reptiles.

11. A Zoologist, to whom is assigned Ornithology and Mammalogy, or birds and quadrupeds.

ARTISTS.

13. An assistant Zoological Draughtsman
15. A Landscape Painter.

MECHANICAL ASSISTANTS.

17. A Machinist, to repair instruments.
18. A Taxidermist, to prepare and preserve specimens.

Thus ten departments only are designated, which are filled by persons engaged in scientific research; two to each vessel of the squadron; and the sum total of savans employed is not so great as has been sent out from Europe on similar expeditions, much more limited in other respects. Nearly forty years ago the French sent out an expedition of discovery under Baudin to the Australian region, called forth by a spirit of emulation and a jealousy of national honour, excited by what the English had done and were doing in that quarter. The enterprise was planned at the time the army of reserve was about to undertake the passage of the Alps. The force consisted of two corvettes of thirty guns each, and a schooner; the corps attached to which included twenty-three persons, viz., two astronomers, two hydrographers, five zoologists, three botanists, two mineralogists, five artists, one gardener and four assistants, one architect and draughtsman. But this is anticipating, as I propose to reserve for my next letter a comparison of the present undertaking with what the "maritime powers of Europe" have done. From the majority of former European enterprises of discovery this expedition differs in several essential particulars.

First. In the appointment of a philologist; not a person merely to collect vocabularies, but one versed in the structure and affiliation of languages, and capable of throwing light on the origin, migration, and history of the varieties of the human race.

Secondly. In the increased number of artists. Of these there
are five; and let it be borne in mind that to them is committed
the task of delineating not only every object in the scenery ne-
cessary to convey a correct idea of the islands visited, the exact
physiognomy and appearance of the natives, their manufactures,
habitations, &c., but also of portraying numerous species in nat-
ural history, of which the representations are required to be ex-
ceedingly minute and accurate; and through these means of fix-
ing by ocular demonstration what words alone can never convey
with that correctness so indispensable in the details of science.
Were it possible to reason with you in any matter connected
with this measure, it would be easy to show that the number of
artists should be augmented. Most certainly, a decrease in their
numbers would seriously affect the interests of the expedition.

Thirdly. In the selection of professional men for each distinct
subdivision of scientific inquiries, who are expected to devote
their exclusive attention to that branch of science which has been
more immediately the subject of their investigation, is the number
of departments to which principals have been appointed too great?
You say that such is the case; but the reply is conclusive that
this division has been made in accordance with the suggestions
of persons of the first scientific attainments; and that there is no one
of the departments which is not considered to be of sufficient im-
portance to form a science of itself, and to have professors during
their whole lives solely devoted to its cultivation!

Fourthly. In the appointment of a meteorologist and mechan-
ical philosopher, not merely to make barometrical and thermomet-
rical experiments, but an individual uniting a thorough knowl-
dge of the properties of matter with a capacity for acute original
research.

Fifthly. In zoology. Here, instead of a single zoologist, with
four or five assistants, aide naturalistes, the respective branches
are allotted to different naturalists, each of whom, however indus-
trious, has an ample field for his labours. The zoologists, there-
fore, will not be merely collectors sent out to grasp up animals
and preserve specimens for home inspection and dissertation,
but men of high acquirements sent out to study the organic world
alive. Zoology, in addition to that of the animal world, includes
the physical history of the varied tribes of man. It is to zoology
chiefly that anatomy is now looking for light; and many animals,
hitherto only known through the medium of books, may be submitted to the anatomist during the contemplated voyage. The variety in the structure of living beings is immense; almost every distinct creature having some peculiarity of organization, and affording opportunities to elicit truth. The same zoological laws influence ourselves and the meanest insect; and the muscle which moves a finger at our wish, we know not by what secret connexion between will and motion, acts from the same cause as does that which controls the foot of a fly.

From a corps organized on the present plan great accuracy of research may be expected. Such has not been uniformly the result of expeditions despatched to the Pacific, nominally for scientific purposes, by the "maritime powers of Europe." With the facilities which the men of science attached to this expedition are afforded in their preparation, and, more than all, from the principle of the division of labour that has been adopted, a decided improvement, even on "the most successful of the expeditions sent out by the maritime powers of Europe," may be fairly anticipated; and this, you will find, the learned on the other side of the water will not hesitate to acknowledge. Divided as their labours are, they will be able to go over their ground thoroughly, and to glean all possible information on every subject which comes within the scope of their researches. Sir, would it not be honourable to our national character if the observations and collections made through the agency of our own naval and scientific intelligence should be distinguished above all others by their accuracy and completeness; and if, when any doubt was raised concerning the position, natural history, or language of any island, an appeal to the records of the South Sea exploring expedition should be sufficient to set the question at rest? Sir, the man is to be pitied who could not find more pleasure in the contemplation of such results than in darkly brooding over the ways, and means by which he might prevent them; but, while he is to be regarded with commiseration for his want of sympathy with noble impulses, I think you will own that the power to crush or cripple their designs should be taken from him.

I have spoken of the number and qualifications of the members of the civil corps, as well as of the apportionment of their duties. I would now say a word in reference to the preparations they have
made. This is the more necessary, as you are at present throwing, or striving to throw, discredit upon the undertaking, by reproving these preliminaries as extravagant. I know that you do not pursue this plan on all occasions; but at the time and place, and in the presence of persons, when, where, and on whom you think it will produce the most effect.

You stated, in a report to Congress in February last, that "all the books, instruments, and charts necessary for any scientific expedition had been procured;" though, in your present report, you are obliged to own that "it was necessary" (after the date of that assertion) "to procure a great variety of articles for the gentlemen of the scientific corps." On the 29th of August and 12th of October you placed money in the hands of Commodore Jones, as also, to a small amount, in the hands of two members of the corps, and then told us that "this unusual course was adopted that there might be no delay in the sailing of the expedition." What mockery, I had almost said, what trifling with the intelligence of the country, is this flimsy justification of your tardiness of action! If you had put this fund into the hands of Commodore Jones in October, 1836, instead of October, 1837, and in other respects performed your duty, you might have been indulged in speaking of your "unusual course" to prevent "delay in the sailing of the expedition."

You were at Philadelphia in July last, and, by appointment, met a portion of the members of the corps in the hall of the "American Philosophical Society." A number of scientific gentlemen besides the corps attended. You then found that, so far from everything necessary having been procured, as stated in your report of February last, almost every requisite was still wanting; and this, be it remembered, was fifteen months after the authorization of the measure by Congress. You were liberal, however, in your expressions at that interview, and said you wished the corps to have a full supply of every necessary article, and even "a little more." Fortunately for the defence of this portion of the enterprise, the parties concerned were not the sole judges of what was required for their use in books, instruments, and other appliances. A commission of six distinguished members of the "American Philosophical Society of Philadelphia" was organized to examine into and judge of the propriety and
utility of the requisitions made by the members of the corps, each for his own department. This commission consisted of the following gentlemen, whom to name is to guaranty that whatever they approved was correct: Peter S. Duponceau, Chairman, Professor Robert M. Patterson, Director of the Mint, John K. Kane, Esq., Clement C. Biddle, Esq., Professor Henry C. Vet-hake, and George Ord, Esq. This commission devoted its time to a careful and rigid investigation of every requisition made by the corps; conferred with the members of the latter; and, finally, approved every purchase or preparation of consequence which had been made; and, without its sanction, nothing agreed upon by the individuals of the corps themselves was conceded by your department. Nobly, sir, did the commission meet and discharge the duties which a devotion to the interest of science, and a pride in what the country was about to do, could alone have induced them to assume. They exhibited no narrow views, but were liberal, though not too much so; and in the result of their examination the country has every security for the fitness of the organization which has been adopted and of the preparations made.

It was, of course, to be expected that, in constructing the plan of an enterprise so extensive and so important, some imperfections of detail would unavoidably occur; but I think I shall be able to show, in my next letter, that a comparison with the "most successful expeditions sent out by the maritime powers of Europe" will demonstrate, that any attempt to reduce its numbers or alter its organization would be the most direct mode of greatly impairing its usefulness, if not of rendering it a nonentity. During the long period which has elapsed since the appointment of the scientific attachés, each has naturally applied himself to a preparation for his particular division of art or science; and has collected books, procured instruments, and pursued studies, having exclusive reference to his designated duties. To break up the corps now, when those composing it have made their arrangements for a long absence, and laid in their stock of clothing and sea stores, would be not merely to frustrate many and well-founded hopes, but to subject these gentlemen, in addition to what they have already suffered, to serious pecuniary loss. Such a course would be, in fact, a flagrant breach of faith; and yet, sir, you know that what you are now labouring to effect would pro-
duce, should you succeed, this very end. Do you disclaim the intention? We shall see the value of the disclaimer by showing, in the first place, the adaptation of the present force to the labours to be performed; and then that the reduction you are urging will derange, if not preclude, all faithful and accurate research.

The arrangements for the accommodation of the corps in the Macedonian are now fully completed, and will, in every respect, enable its members to pursue their avocations without interfering with the necessary discipline of the vessel or infringing on the convenience of any other persons on board. All the officers of the ship, whether of the wardroom, the steerage, or the cockpit, occupy unencumbered the accommodations usually allotted to them in a frigate. Commodore Jones caused a cabin to be constructed for his use on the spardeck, resigning the one usually occupied by him on the gundeck to the sole possession of the corps. It has been fitted up for their reception, and they have all fixed upon their respective rooms; each having ample space for convenience and comfort. There they have space for their library, which comprises at least one thousand volumes, rare and valuable works on the whole range of the sciences in octavoes, quartoes, and folios; for their instruments; and for the pursuit of their investigations; and there, also, do the artists find suitable facilities, as regards location and light, for the most delicate delineations of the pencil. On board the frigate, with all these advantages, would the whole corps be accommodated during the transit from the United States to the field of their active labours. Suppose, then, in reference to these labours, as I did with regard to those of the hydrographers, that the squadron had arrived at the group already mentioned when speaking of the latter; for the same illustration which applies in one case will hold good equally in all others. The frigate has come to anchor at Navehetevoo, where she will lie say a month before sailing for another station. This would give to the philologist leisure to pursue his studies. A station would be taken on shore where magnetic and pendulum observations would be made, for without such a facility they could not be carried on. The presence of the frigate would give safety to the communications with the shore. The botanist, the entomologist, would, under proper escort, proceed to the interior, and the productions of the shore, the valleys, and the mount-
ains would come under their cognizance. This plan of visiting
the interior opens a rich field to science; one that has been but
scantily occupied and superficially examined by expeditions ori-
ginating with the "maritime powers of Europe." Islands thus
explored would, if even two of them should be found clothed with
sandal wood (to say nothing of other articles of traffic which
have already entered largely into our commerce with the Pacific),
repay to the nation the entire cost of the expedition. The physi-
cal force always at hand would perpetually facilitate research in
every branch. The same boats used in surveying the harbour of
an island would serve to debark the naturalists on its shores; and
the same force which would be required by the commander in
his intercourse with the natives could likewise protect the civil-
ians in the performance of their several duties; while the com-
pleteness with which the corps is organized would enable its
members to pursue their researches with rapidity, and make their
calculations without delaying the expedition for any length of
time; so that the period required for scientific researches at the
largest islands would suit exactly that necessary for the move-
ments of the frigate while directing the hydrographical surveys.
But still more. One decided advantage in the scale upon which
this corps is formed, and which gives it a superiority over most
others hitherto sent out, is, that it is constituted of men more
capable of taking charge of separate departments. Instead of
being merely a body of collectors, acting under one or two heads,
here each savan has his favourite division; while possessing, at
the same time, more or less knowledge of the branches consigned
to his companions. This will enable the men of science to adopt
a perfect system of reciprocity. The botanist, while plucking a
flower, would not overlook the insect feeding upon it; because
the entomologist would repay the courtesy by gathering for him a
plant; and each would be able to give to the other all requisite
information of their respective localities. This system would be
carried out, in like manner, with all the rest. All ground for jeal-
ousy would be removed by this division of labour; each member
must stand or fall in accordance with his industry and ability, or
his want of these qualities in his own department. An additional
inducement for reciprocal services exists in the fact, that all which
any one can do to assist his companions will be more than repaid
by what they can, conjointly, do for him. Thus the individuals of the corps may separate, as occasion shall require, and a part of them accompany the small vessels in their exploring excursions; bringing, by these means, all portions of a group or island under observation and contribution; while such researches as cannot be made without spending considerable time at a single spot will always be the province of those on board the frigate, which vessel will constitute the floating friendly port and homestead of all. To her all would return when the desired objects at any particular station had been attained. The hydrographer (and, in fact, every officer would be a member of the hydrographical corps) would carefully analyze and arrange the materials gathered in each survey, and consecutively imbody them in one continuous chart; while the commander, after having directed all these varied employments, would see that the results were clearly and faithfully recorded, so that they should, through all coming time, prove a guide to the mariner who followed in his track. The corps, laden with treasures from every portion of the group which they had separated to examine, would again meet on board the frigate, from which they might, some of them, have been absent for several months. Here, without incommoding others, or being themselves incommoded, with the appliances of an ample library, the use of instruments, and the assistance of artists, everything could be analyzed and delineated, to be afterward labelled and carefully preserved; for all which operations there would be a sufficiency of room. Thus, sir, it is apparent that no less to the success of scientific inquiry than to the proper accomplishment of the great objects of survey, friendly intercourse with the natives, and the protection of our commercial interests, is the frigate indispensable. Without her the expedition may be sent out, but it will reflect comparatively little honour on the senders.

If rumour speak true, your recent commission, consisting of Commodores Hull, Biddle, and Captain Aulick, without having visited the squadron, and certainly without having had much time to examine the real purposes of the enterprise, have given a report which pleases you; inasmuch as it is said to recommend the substitution of the sloop-of-war Peacock for the Macedonian, and a diminution in the number of minor vessels. I cast no censure upon this board, not having seen the instructions under which
they acted. For the sake of illustration, let it be supposed that you succeed in your plans, and commence a reorganization. The Peacock is a second-class sloop. Her wardroom will scarcely accommodate her officers, and the cabin on her gundeck is, of course, appropriated to her commander. Where will you put the gentlemen of the corps? Where will they eat? Where will they sleep? Their library, their instruments, their stores—where are these to be stowed away? Their studies—in what portion of the vessel are they to be carried on? Where do you design the artists should work? Sir, it is idle to discuss the point; what you are now trying to do will break up the scientific association, and you know that such is its tendency, that such will be its issue. By crowding the savans on board the several vessels you interfere with the limited space and comforts of the watch-officer; and feeling this to be the case, their usefulness would be destroyed. Then, with professions of extreme regret, you will say their numbers must be reduced. Can you reduce them without making their labours a mockery? Can you do it without blasting the hopes, and trampling on the pride and just expectations of the country? Let us see, sir, how your reductions are to be made. Take up the list, and begin, to you, the welcome task!

First, the philologist: will you dismiss his name from the catalogue? "Every new language is a new development of the human mind." If the great study of mankind be man, surely his most remarkable attribute—speech—should not be neglected. The science of linguistics, or comparative philology, has received marked attention, and is held in the highest estimation in this country among men of gifted minds, if such individuals as Duponceau, Anthon, Galatin, Gibbs, Pickering, Webster, and others of high attainments are entitled to that distinction; while in Europe, and especially in Germany, it receives the exclusive devotion of some of the most learned men of the age. Wonderful results have attended the progress of this comparatively recent science, and still more astonishing developments may be expected. It travels back to remote ages, far beyond the date of authentic history, and shows the affinity among the various tribes of our race, however they may be scattered over the face of the globe. Indeed, by this science alone can the early migrations of man be
traced. How glorious, then, for this country to be the first to extend her inquiries in this deeply interesting department of human knowledge among the groups of the Pacific. But I must conclude my remarks upon this very interesting theme. Sir, you cannot dismiss the philologist!

In the department of natural philosophy or physical science there is but one individual, and, of course, he cannot be dispensed with.

Chymistry, mineralogy, and zoology, including organic remains, will surely be allowed to afford ample scope for two, when it is remembered that several professors find more than they can do in this branch within the limits of a small state, though industriously employed for years.

Your own attainments in botany, so often made manifest in descanting on the flowers of a bouquet when in the hands of youth and beauty, will, I am sure, secure to the expedition the botanist and his assistant.

The department of zoology is well and ably filled by four naturalists, exclusive of the comparative anatomist. Pause and reflect, sir, before you make war on this division. Remember that zoology has ever been a leading object in scientific voyages. Look at Cuvier; examine his labours well; and you will find that, vast and comprehensive as were the researches of that great zoologist, he yet confined himself to but a portion of animated nature. Your "naturalists," your "scientific men," often have been exclusively zoologists, and, in most instances, the number of professed zoologists sent out by the "maritime powers of Europe" has been confessedly too small. The science is that of life, and the most valuable observations are drawn from life. The members of this great division will find, during the voyage, more, vastly more, than they can perform, in observing the living world. Vain and presumptuous would be that man, therefore, who would at this day undertake all the branches of zoology. Such a man might make collections for a museum; bring back specimens; remnants of death for the inspection of closet philosophers; but the vastness of his undertaking would place him, in the scale of naturalists, about where a pedler of Brandreth's pills might be supposed to take rank among regular physicians. How, then, can you cut down in this division? Answer, not to me, but to your country, whose glory you would mar.
Of the artists I have before spoken. Their number should be augmented rather than curtailed. Numerous specimens in botany, a vast variety of fish and other objects, will require delineation at every rendezvous before they shall have changed their natural state; and there should be no delay in these matters. Twelve thousand dollars would employ two more artists during the voyage, and it would be economy to engage their services. Surely, then, you will not lay hands on the fine arts!

Thus you see, sir, that in every form and aspect in which the subject can be reviewed, the rationale and argument are in favour of the frigate and other vessels as now prepared. Equally apparent is it that the alterations you are now urging are virtually destructive to the entire enterprise. Razeed as you propose, it would not meet public expectation, and the nation could feel but little pride in it. It would fall short of what some of our state governments, even those most adverse to expenditure, are now doing by the employment of men of science, with large salaries, in examining the natural history and geology of their respective territories; and it is well known that, in a pecuniary point of view, those governments have been repaid a hundred fold for their outlay.

Sir, in your report to the president in December, 1836, you acknowledged that the "indications of public opinion" were in favour of the expedition being prepared and sent out on an efficient and liberal scale. I put the question to you direct; has there been any change in the "indications of public opinion" since that time? Among the journals of the country, all of which have appeared to meet upon this point as upon common ground, few, if any, have expressed dissatisfaction at the original arrangement.

The most distinguished societies, literary and scientific, in the United States, have not only manifested increased interest in its complete preparation and opposed its curtailment, but have thrown open their libraries for the use of the expedition, offering the use of any books upon their shelves. Foreign societies, both in private correspondence and by public resolutions, have expressed, in the strongest manner, their anticipations of the benefits to be gathered from its researches.

Indeed, not only our own country, but the nations of Europe, would hear of a determination to reduce the naval force of the enter-
prise, and the number of its scientific observers, with equal surprise and derision. They would recollect that, forty years ago, France, with her finances disordered and energies apparently taxed to the utmost by a long and expensive war, and England, when similarly situated, both sent out splendid expeditions of discovery. The former detailed a numerous corps of savans, which accompanied the memorable army of Egypt, requiring that particular attention should be paid to facilitating their labours.

They will remember, moreover, that whatever the military renown which was reaped by France on the Egyptian plains, it was not greater or more imperishable than that which accrued from the investigations of its scientific attachés into the natural history, the topography, the antiquities of the country. With these reminiscences they would be excusable in receiving the news of such an unjustifiable sacrifice as that proposed, though urged on the plea of economy (after the whole expense of preparation had been incurred), with feelings as much akin to contempt as astonishment.

In my next I will hold you to a comparison of this expedition with what "the maritime powers of Europe have done;" and will show that, if the naval appropriation for 1838 must be reduced, the exploring squadron is the last object to which, if we have a due regard for our interest and honour, that reduction should be suffered to apply.

I have the honour to be,

Very respectfully, your fellow CITIZEN.

New-York, January 1, 1838.

XII.

To the Honourable Mahlon Dickerson, Secretary of the Navy.

SIR,

Had you been more specific in your frequent allusions to the expeditions sent out by the maritime powers of Europe, from behind the models of which you so frequently assail the arrangements made for the first similar enterprise from this country, it had been a much easier task to meet and confute you; it had
been a task, also, much more concisely performed. Sir, had you looked at your countrymen in all that belongs to their history, you had learned that in all things wherein they have been distinguished, in every undertaking in which they have been most successful, they have been anything but servile imitators of the nations of Europe, in the quo modo of their actions. They did not study foreign models (except to improve upon them) in framing their institutions, nor in subduing the forest and turning the wilderness into the abode of civilized man; nor in their steam-navigation and mechanical agents; nor, above all, in their ship-building and commercial enterprise. Our people, though the last to enter the Pacific, have been chained down by no precedent in their movements there, but have pushed their ocean business in that quarter far beyond that of all other nations. Before you urge as authority what the maritime powers of Europe have done, it is incumbent on you to show that these powers had equal interests afloat to be protected and extended; that the motives which prompted their efforts were the same and as imperative as those which have produced action in our own government; and, unless this can be shown, it is idle to talk about models. The force to be employed in any enterprise should be regulated by the consideration of what that force is designated to perform.

The exposition to which I have alluded I might, with propriety and justice, require; but, not supposing you would find it convenient to give it, I waive my right to interrogate you on this point, and proceed to show how little, in all probability, you know in detail of the expeditions to which we are so triumphantly referred as patterns for our own.

Most of the early expeditions to the Pacific were despatched there rather to plunder the Spanish settlements and to make conquests than for the purposes of discovery. They originated in high daring and an ardent thirst for adventure. But I presume you will not hold them up as models at this day, unless, indeed, your statement, that the officers of our navy entered the service with a view to distinguishing themselves by deeds of arms, hinted at their emulating the forays of the buccaneers, in preference to the more peaceful exploits of modern discoverers. There are, then, but comparatively few enterprises of discovery with which I need stop to institute comparisons. I will take those of most
celebrity. As regards the English expeditions, I need not go farther back than that of Cook; and, among the French, to that of Dentrecasteaux. Of what, sir, did the latter consist, and what were the objects it was fitted out to attain?

In 1781, as no news had been received of La Pérouse for three years, "the National Assembly decreed that the king should be desired to arm one or several vessels, in which should be embarked scientific men (savans), naturalists and draughtsmen, and to give the commander the double mission of searching for La Pérouse, and making, at the same time, researches relative to the sciences and commerce; in taking all measures in rendering that expedition, independent of the primary object, useful and advantageous to navigation, geography, commerce, and the arts and sciences."

Nothing like general exploration entered into the plans of this voyage, and yet Dentrecasteaux required of the government two vessels of five hundred tons each. In this mission, acquisitions in geography, commerce, navigation, and the arts and sciences, were secondary objects; and yet there were attached to these vessels two astronomers, two hydrographers, five naturalists, two gardeners, and two painters. Comparing, then, the limited range marked out for that undertaking with the wide sphere of our present enterprise, and contrasting the necessary minuteness in scientific research at this day with the far inferior accuracy which consisted with the state of science then, you will find that, as regards both naval force and the number of scientific observers, you are totally unsustained in your position; nay, that you must add to rather than subtract from the force of the expedition as already organized.

Come, sir, let us proceed with the comparisons you have provoked, and prepare to stand or fall by the issue. You have used the words "recent voyages," and, for the sake of brevity, I will come down to them. The voyage of Captain Freycinet in the Unanie, from 1817 to 1820, has been greatly and very justly celebrated. He had a corvette of twenty guns, and one hundred and twenty men, besides officers. Here is a model that suits you; one to which you have impliedly referred Congress in justification of your present course; yet you might, with about as much propriety, have cited the equipment of Lewis and Clark for their excursion over the Rocky Mountains as a pattern to be followed in
this expedition. Would you send the same force to fight the King of the Sandwich Islands as you would to humble the Barbary powers? Certainly not. And why? Because what was amply sufficient for the one object would be totally inadequate to the other. Very good. Now let us see, sir, what object the French government had in view which Captain Freycinet was despatched in a single corvette to effect.

"The principal object of the voyage," says Arago, "was to ascertain the figure of the globe by pendulum experiments, and the elements of terrestrial magnetism; several questions in meteorology had also been indicated by the academy very worthy of attention."

Freycinet himself superintended the pendulum experiments, assisted by ten out of seventeen of his officers; and during the whole voyage not a single series of observations was made in which he did not take the principal share. Thermometrical and hygrometrical observations were made hourly both by day and night; examinations of the barometer every two hours; and, at the same intervals, of the temperature of the sea. In the first chapter of the narrative Freycinet says: "Our expedition is, I think, the first maritime voyage which, being destined to the progress of human knowledge, has not had hydrography for its object. The determination of the form of the globe in the southern hemisphere, the observation of magnetic and meteorological phenomena, finally, the study of the three kingdoms of Nature, formed the principal object of the mission."

Thus you perceive, sir, that in this French expedition hydrography was even less than a secondary object, while in the American it is one of the most prominent. In the former, the protection of commerce, the rescue of shipwrecked mariners, the survey of important groups, islands, and harbours, were altogether minor considerations; indeed, were not even named; while these constitute important provinces of the latter, and have been especially prayed for in the memorials, upon the representations of which Congress has based its action. Do not these facts show the absurdity of attempting to draw a parallel between the two undertakings, and of endeavouring to make the scale of one an argument for the reduction of the other? To Freycinet was granted the entire selection of his own officers. How will your conduct
in this respect compare with foreign models? "With regard to provisions," says Freycinet, "everything was allowed that could be required, and extra clothing was furnished for each man gratis."

Large quantities of concentrated or fresh provisions were furnished, and the commander has shown that the government saved money by this liberality; to say nothing of the preservation of health to which it was conducive. How did you follow this foreign model in reference to extra clothing? I will answer. When the different rendezvous for the shipment of seamen for the expedition were first opened, wages in the merchant service were high, and recruits came in slowly. Again and again did Commodore Jones urge the necessity of promising the men an allowance of extra clothing, as well as the bounty authorized by Congress even for the general service during the past year; but you refused to hold out the hope of either. Finally, however, when, under every discouragement, the complement of men had at length been shipped, you graciously condescended to allow both.

Making you perfectly welcome to all the support the voyage of Freycinet can afford you, I will now leave it and take up another; but not till I have informed you that this commander lost his vessel at the Falkland Isles; from which extraordinary fact you will perceive that a corvette may be wrecked as well as a frigate!!

Next in order of time comes the voyage of Captain Duperrey in the Coquille in the years 1822, '3, '4, '5, seventy-two persons. And for what was this vessel sent out? To hold conference with the islanders of the Pacific, protect commercial interest, make surveys, &c., &c., &c., and to combine with these accurate scientific research? Look at the work, sir, and you will then find that the "objects of the voyage were again the study of the three kingdoms of nature, magnetism, meteorology, and some observations relative to the determination of the figure of the globe." As to hydrography, it "was proposed to establish or rectify the position of a great number of points in different parts of the globe." The character, language, manners, &c., of the islanders were also to receive attention.

"To establish harmony," says Duperry, "we agreed beforehand to divide our labours according to our predominant tastes."

M. Durville, Botany and Entomology.
M. Garnot, all the rest of Natural History.
M. Lesson,
M. Gabert, Agent, Commerce and Industry of the Natives.
M. Lejeune, Draughtsman.
M. Duperrey, Physic and Hydrography. Seven assistants.

Thus, sir, notwithstanding the limited sphere of action to which the labours of Freycinet and Duperrey were confined, in comparison with the vastness of that marked out for the South Sea exploring expedition, fifteen persons accompanied the former and twelve the latter commander, who were engaged directly in scientific researches.

From these two celebrated voyages, then, you may learn two things: First, they were not fitted out or intended for the duties expected to be performed by the present enterprise; and, secondly, that the scientific corps were more numerous, in proportion to their field of action and number of vessels; though not so well organized, as regards the division of duties, as the present. In scientific results the voyage of Duperrey was decidedly inferior to that of Freycinet, who preceded him; and even were this government about to send out a single vessel for objects precisely similar, the former ought not be selected as a model. Duperrey had but a meager supply of instruments, and only five chronometers. The mean maximum irregularity of these chronometers varied no less than twenty-three seconds and a fraction per day. Would you have the mean maximum irregularity of those used in this voyage to run thus? Duperrey made no experiments on the temperature of the sea at great depths; nor was he provided with a single self-registering thermometer. Would it not be best to sell those provided for this expedition unless we can find authority for using them in some of the other expeditions sent out by the “maritime powers of Europe?” Duperrey “was authorized to appoint his own officers,” the same privilege which had been allowed Freycinet. Mark that!!!

Captain La Place made a pretty little voyage round the world a few years ago in the Favourite, of seven hundred tons and twenty-four guns. What do you think of his enterprise as a model? What did he do? Where did he go? After doubling the Cape of Good Hope he followed in the well-known track of modern voyagers. He run down the African and Indian Oceans, passed
the Straits of Molaccas and entered the China Sea, which he left by passing to the east of Java, to the west and south of New-Holland, and south of Van Diemen's Land. Thence, returning northerly, he visited New-Zealand, from which he sailed by the most direct route to Valparaiso, and then proceeded round Cape Horn and home. I question if you could have marked out a route more barren of interest than that which he pursued. He took with him no men of science, and gave to the world on his return a portfolio of landscape drawings! Would this modern effort of one of the "maritime powers of Europe" be a suitable pattern for the naval enterprise of this country? It is not necessary to allude to the English expeditions and discoveries. Those which they have recently sent out under King, Owen, Foster, &c., can form no examples for this country, as Captain King was employed in surveying the Straits of Magellan and the east and west coasts of Patagonia; Owen on the coast of Africa; Foster in making a few pendulum observations.

Sir, I will not pay your judgment so poor a compliment as to credit, for a moment, that you could regard the expeditions of Ross and Parry, sent out for the sole purpose of making their way along a frozen coast and among numerous islands in the polar seas to determine a single question in physical geography, as models for this expedition; though I have seen these same voyages, by gentle implication, held up for that purpose in the report of a committee of the Naval Lyceum at Brooklyn, who seemed to feel under increased responsibility for their opinions from the circumstance that they might be regarded as representing something like three hundred naval officers!!!

I come now, sir, to the last great effort of the maritime powers of Europe, as given to the world in the voyage of the Astrolabe. A copy of this work was sent a year ago by the French as a present to our government. It was a pretty conception, honourable to the French; and it will be honourable to us when we shall be able to return the compliment. How often has this voyage been the theme of your remarks? How often, nay, how constantly have you relied on this voyage as a model, and as a justification of your late proceedings? It has been a sort of stalking-horse for you, upon which you have endeavoured to ride down the present expedition. But, in sober truth, have you really got be-
yond the pictures in an examination of this work, great as it is and splendidly as it has been brought out? I very much question if you have. At any rate, I hold you to the comparison even with this voyage, and deny that from its pages any warrant can be derived for a reduction of the naval force or number of scientific observers in the exploring expedition. You have the work before you, so have I; come, then, to the comparison. This voyage was made in the years 1826, '7, '8, '9, in the corvette Astrolabe, Captain D'Urville, with eighty persons, all told. What were its objects? They are set forth in the following extract from the instructions of the minister of marine, the French secretary of the navy, to the commander.

"The king, in confiding to you the command of the corvette Astrolabe, has wished to put you in a situation to explore some of the principal groups of islands in the Pacific, which the Coquille only passed by hastily, and to give you the means of augmenting, as much as possible, the mass of scientific documents obtained by this vessel in the years 1822, '3, '4.

"His majesty knows that you contributed much to the success of this expedition, in which you seconded Captain Duperrey. Being called to direct in chief the present one, you will realize, without doubt, all the hopes which have originated the project; and the French navy will have to felicitate itself once more upon the services which it renders to the sciences in associating itself to the labours of those who profess them, and in submitting to their mediations materials collected with as much skill as zeal in all parts of the globe."

These instructions point out the purposes of this voyage. They were to follow, measurably, in the track of the Coquille, and, at various points in the Pacific, to make more minute observations where the other vessels had passed by hastily. The models of the preceding enterprises had been followed in preparing this; while, with the exception of the attention paid to pendulum observations by the former ones, their general objects were precisely the same; and neither furnished any precedent for the strength which the great interests of this country require should be invested in our own expedition to those seas. Indeed, the most that can be said in favour of this voyage, constituted as it was, may not be too high praise; though I am inclined to be-
lieve that nearly as much, after all, was done in Paris to make it pre-eminent in the way of embellishments, and in the commendable style in which the French government got out the work, as was effected by D'Urville in the South Seas; nevertheless, the contributions to science were great, and I doubt if the French people would be willing to resign the honour conferred upon them by that voyage alone for a million and a half of dollars! and yet the citizens of France think as much of money as we do. Let us, however, go somewhat more into detail, as I feel that I have you now on the last plank, and intend to remove even that from beneath you. What were the contributions made to zoology by the naturalists of the Astrolabe? Rich, you will answer. Granted. But by whom were they made? By any one appointed by the government? No, sir, the voyage would have fallen below mediocrity in this important and leading division of science had it not been for M. Quoy, a volunteer in the expedition. In geology, too, the only collections were made by the same gentleman. Would you follow this example? Would you have a great nation, when making its advent in maritime discovery, depend on adventitious aid? Would you urge this as a model?

Let us next take a glance at this model of models in its other departments of science, and see what there is to be found to warrant your proposed derangements in the scientific portion of the exploring expedition. The meteorological researches consisted of observations on the thermometer six times a day, barometer once a day, on the direction and force of winds, and general remarks on the direction and speed of currents. The experiments of Freycinet and Duperre were on a far more extensive scale. The only marine thermometer taken out by D'Urville was broken fifteen months after the commencement of the voyage, and, consequently, the column recording the varieties of pressure is, after this date, a blank. Don't you think this part of the model would have been nearer perfection if the French secretary of the navy had furnished, at least, duplicates of instruments so liable to fracture?

Two of the four chronometers taken out by Captain D'Urville were rendered useless, one by being carelessly wound up, the other by firing a salute. The remaining pair had very variable daily rates, and both ran down at Tonga Tabou. Do you not
feel half convinced that this part of the model might be tinkered a little for the better?

Observations on the magnetic dip present rather a meager record. They were by no means equal to those made during the two preceding French voyages, or by the late English expeditions to the Arctic Sea. Indeed, all the needles appear to have been spoiled during the voyage, and great discordances appear among the results given by different needles at the same locality; they were only used, however, at sixteen places on shore. By the "sweet flowers of Suc-a-Sunny,"* you are ready to exclaim, "what ignorance, what presumption is this? Attempt to criticise this great work, on which I have preached so much to members of Congress, to the president, to everybody who would listen to me!" Be patient, sir. If your zeal to defeat or cripple the exploring expedition has placed you in an untenable position, the indiscretion is your own, not mine; and you must abide the issue. Yes, sir, prepare for utter confusion and defeat, when I tell you that all and much more than I have said of your venerated model is sustained by the opinion of the great Arago, the imodied soul of the science of Europe; and if it were not, the committee of the Naval Lyceum in their report have endorsed his wonderful attainments, and fixed for you the standard of his authority.

"In 1829, immediately after the return of the Astrolabe," says Arago, in his critique, "Captain D'Urville presented to the Academy of Sciences a series of works of every kind executed during the long voyage of that vessel. Before the same body he read his memoirs, and solicited its judgment; and a commission was accordingly appointed. M. Rossel made a favourable report on the hydrographical part of the voyage, designating the officers who executed the work. On the 26th of August, George Cuvier paid a just compliment to the ability and zeal of the zoologists of the Astrolabe, M. Quoy, the volunteer, and his assistant, Gaymard." M. D'Urville is complimented in the report as having "personally collected a part of the insects of the collection deposited in the garden of plants."

On the 16th of November a tribute of praise was again awarded to M. Quoy and his assistant, M. Gaymard, for the geological specimens they had brought home; and, finally, the venerable

* Name of the honourable secretary's country residence in New-Jersey.
Des Fontaines spoke flatteringly of the botanical collections of M. Lesson. It was, indeed, flattery to speak highly of the botanical department of the Astrolabe, as we shall see anon. Arago was charged by the academy with the examination of the physical observations. He did not wish, he said, to confine himself to a simple inventory. As in the voyages of Freycinet and Duperrey, he attempted to discover the results with which science would be enriched. But here "disappointment followed disappointment." Discouraged "by the poverty of scientific observations recorded in the official registers," he examined the nautical journals. Here, again, he was disappointed; while those of the former navigators had been so varied, so rich, so interesting. The farther he advanced in his investigations, the more forcibly was he impressed with the idea that the commander of the Astrolabe had voyaged for three years "with his eyes and ears shut." "Had he" (D'Urville) "seen," Arago inquired, "the zodiacal light? During the fine nights of the tropics, had he ascertained its dimensions, its limits, its exact position? He had turned, one after another, all the pages of the register of M. D'Urville, and was not able to find one remote allusion to this remarkable phenomenon." Not yet disheartened, the transparency of the ocean, the changes of colour produced by the winds, according to their force and direction, the sudden variations of temperature, upon which Franklin and Williams had already published the commencement of a work so encouraging to the marine; the Aurora Australis; each of these curious phenomena, the exact determination of which has been sought with such ardour by the students of physical science, was, Arago says, in succession the object of his laborious research; but in every case he arrived at the last page without having found a word upon the subject.

At the frequent solicitations of Captain D'Urville and M. Tastéau, the editor of the voyage, Arago was prevailed upon, as he says, "by the desire of obliging more than anything else," to make out a digest. He had found here and there in the MSS. observations on the temperature of the sea, which, at that time, he supposed were correct; but many of these experiments he subsequently found "were complete failures," though even these were not without their use for future observers. It was especially desirable to determine if submarine currents, directed from the
poles towards the tropics, were not the cause of the phenomena noticed. It seemed probable that this question might be solved by thermometrical observations made for that purpose. These were made on board the Astrolabe, but were they conducted with sufficient exactness? Arago says he "does not hesitate to answer in the negative," and then proceeds to point out the errors committed. Indeed, after a long and minute analysis of the results of the voyage, he remarks, "it is now certain that, in cases of the most simple observations in the world, M. D'Urville has escaped none of the errors he could possibly commit."

Now, sir, I can readily imagine the surprise created in your mind at what Arago has said of the results of this voyage, for a full account of which I refer you to a late number of the "Review of the 19th Century." How is this unsatisfactory issue to be accounted for? I will tell you in one line. Among the persons engaged in scientific observations on board the Astrolabe I find "M. D'Urville took charge of botany, entomology, meteorology, geography, historiography."

You have the solution, sir. D'Urville undertook too much, and failed; and so will this expedition fail if you are permitted to cut it down and reduce its naval and scientific corps. Human science is too vast and too minute at the present day to allow of any man taking so wide a range as that referred to.

In the volume of the voyage of the Astrolabe devoted to hydrography, one eighteenth relates to the Fiji Islands. The space occupied in the work by observations on this archipelago is very considerable; on which account I select that portion for "comparison;" and here you will find your beau ideal of voyages is a model only to be avoided. On the 25th of May Captain D'Urville came in sight of the Fiji Islands, and passed by Ong-Hea Riki. He was eighteen days in making his way through this group, during which time he never anchored, nor did he make a survey of a single harbour. He did not even send a boat on shore, except at one place, and then only for the purpose of getting off an anchor left there by some former vessel; in allusion to which circumstance he remarks that "the natives appeared more disposed to retain the boat than to give up the anchor." When D'Urville approached a cluster of islands, if the weather were clear, he first made up his mind by sight alone whether they were five or thirty
miles distant, more or less, and then, by the old method of taking their bearings by compass, made out their latitudes and longitudes with wonderful accuracy, not only in degrees, but even down to minutes and seconds. Was the day hazy, he went through the same process of guessing at his data, and then drawing his conclusions with mathematical precision. Fortunately, the natives boarded him and gave him the names of the islands. In his "Tableau des Positions," one hundred and ten islands of the two hundred which this group, in all probability, contains, are thus conspicuously laid down; although the whole time, in daylight, consumed in making these mighty acquisitions to hydrographical knowledge gives only an average of two hours for the examination of each member of the cluster! Wonderful results! Beautiful model for the exploring expedition. Sir, this group, with all its riches in natural history, still remains to be examined. The plan of D'Urville's voyage, and the force at his disposal, were alike unsuited to the task; and what he accomplished, for all that it is worth to navigation, had almost as well remained undone. Three months is the shortest period that the expedition, with all its force, should remain in this archipelago!

As regards botany, your favourite science, the researches made during the voyages of the Astrolabe were, in like manner, exceedingly superficial. The only collections worthy of notice at all were those made at New-Zealand and Ascension; and even at those places few new plants were discovered. Three hundred and twenty species belonging to New-Zealand were known previous to D'Urville's visit there; and on that occasion only one hundred and ninety species were obtained, three tenths of which had been seen and described in the voyages of Captain Cook by Sir Joseph Banks, Dr. Solander, Sparmann, and the Forsters, and in those of Vancouver, by Mr. Menzies.

M. Achille Richard, who prepared the botany of the voyage for publication, could not have had a very exalted opinion of the labours of D'Urville and M. Lesson in this department, for he has not confined himself to their collection, but has compiled a general Flora of New-Zealand, by copying the description of all the plants found there, from Cook's first voyage to the present time. In this branch, as in most others, your vaunted model was far inferior to the voyages of Freycinet and Duperreý; indeed, the relative value
and importance of the three expeditions, so far as botany is concerned, are in the order of their priority in date. By far the most extensive and valuable collections were made in the earliest, that of Captain Freycinet; Duperrey's is next in rank; while the latest (that of D'Urville in the Astrolabe) follows *largo intervallo*, both as to the extent and interest of the specimens.

But although the botanical department of the latter expedition was more imperfectly filled than in either of the two which immediately preceded it, do not imagine that they were by any means *sans reproche* in this division. In each instance a capital error was committed in not sending out a botanical draughtsman. This deficiency was, doubtless, seriously felt by M. Gaudichard, the indefatigable botanist who accompanied Freycinet, as he was particularly interested in vegetable anatomy and physiology, and must have frequently desired magnified drawings and sketches of dissections, &c., which could only be made from the living plants. In none of these expeditions were any researches of consequence made beyond the coasts of the islands visited; while at some places (as Admiralty Island, the Carolines, and others), touched at by Freycinet, the time allowed for observation was so limited that M. Gaudichard did not even land; but was obliged to content himself with what he could obtain from the water. From the materials collected, however, he prepared a digest of the botany of the voyage, from which he deservedly gained high reputation; and this is the only instance in the three enterprises where the person who collected the plants arranged and described them on his return. So far the model is a good one. Those who collect should be able to describe.

I trust, sir, you are now satisfied that a comparison of the organization, naval and scientific, of the "exploring expedition," with "the most successful expeditions of like character heretofore sent out by the maritime powers of Europe," will afford no warrant for your efforts at reduction. On the contrary, were it possible for you to take the enlarged and practical views of a statesman, as regards this subject, you would see the obvious propriety of increasing the number of small vessels, which additional force could be so advantageously employed in useful nautical labours, under the general direction and protection of the flagship, at an expense so trifling to the government. One would think, indeed, that a
true "Friend to the Navy," occupying your station, would be anxious to employ as large a number of officers on a service so well calculated to give them high attainments as well as distinction in their profession; to make them personally acquainted with seas where our future sea-fights must take place; so that where they should command they could themselves be pilots! You would also perceive that the results of the expedition might lead to the formation of a hydrographical bureau in your department; in a word, that it would be of more importance to the navy than the service of all the force in all other squadrons during the same period!

I must now, sir, take leave of you, and, in doing so, would appeal, not to your candour, but to public justice, if I have not fairly met and completely overthrown your objections, stated and implied, to the magnitude of the scale upon which this expedition is organized? Have I not shown that the naval force authorized and the scientific corps engaged are barely adequate to the vast sphere of action to be embraced, the multifarious objects to be accomplished, and the mighty interests involved? Have I not shown that your outcry about economy was a mere cloak for your enmity; and that the remuneration of the country for its outlay would be almost in geometric ratio with its degrees of efficiency? Have I not shown that the almost limitless field for those hydrographical surveys so necessary for the protection of our widespread commercial interests in the two Pacifics could not be examined with the care which humanity as well as good policy demands, by an enterprise of inferior capacity? Have I not fairly met the comparisons you have invited, even with the climax of your models, the voyage of the Astrolabe, which you have culled par excellence from all the rest, and held up exultingly as a weapon of attack, a shield of defence, a precedent and a pattern? This voyage is in one respect, I own, worthy of all praise as well as of imitation; I refer to the magnificent style in which the whole work has been brought out! Have I not shown that, according to your reasoning, the Pacific squadron should be broken up or materially reduced? You have on that station a ship of the line, two sloops, and two schooners. On an average, half of this force is constantly at anchor in the bay of Callao, the principal port of Peru; while the exports from the United States to that republic,
for the year ending September, 1834, the latest returns within my reach, amounted only to fifty-eight thousand eight hundred and sixty-three dollars; the price of a single whale-ship.

Now in this account, as you have done with reference to the expedition, first put down the cost of the vessels, then calculate and add the amount necessary to the mission for three years, and behold what an enormous sum! The whole of our trade protected by our Pacific squadron has not amounted, since 1830, to a million of dollars per annum; and, notwithstanding the unsettled state of the countries with which this traffic is carried on, they have no force to prevent a sloop-of-war and two schooners from exacting respect to our flag. What an argument here for reduction! But no statesman reasons thus. It is the settled policy of the country to have constantly available an efficient naval force. The exploring vessels should be regarded as a part of that force; and the only point at issue ought to be, whether this great nation could afford the outfits, and forty-three thousand dollars a year for the salaries of the civil corps!

Having now, as I feel, discharged my duty, it would give me pleasure to anticipate that, like a generous antagonist foiled in a hard encounter, you will yield with a good grace, as yield I think you must!!! Sorry I am to say, however, that I can find no precedent on which to base so pleasing a supposition. But where can you take a fresh stand? Let me hope in charity that your dernier resort, after the choice of a new commander, will not be once more to intrench yourself in inveterate obstinacy, and from behind that impregnable barrier to issue your dicta against science, humanity, commercial interests, and national honour!

Very respectfully,

I have the honour to be, your fellow

CITIZEN.

New-York, January 4, 1838.
LETTERS OF A CITIZEN

XIII.

To the Hon. Joel R. Poinsett, Secretary of War.

Sir,

One of the most gifted minds of the present day has said, with how much truth n'importe, that "the world knows little of its greatest men." If to contribute, therefore, in the slightest degree, in making you better known to your countrymen—though there are many, and the number is rapidly increasing, who think they know you well enough at present—were to detract from your chances of being rated even moderately among the distinguished men of our time, I think I should desist from my present task. That task would not have been entered upon if the matter for which I have taken you in hand were not of a public and official character, in which I am not at liberty to consult my private feelings. You must submit, therefore, to be better known, even at the imminent peril of your greatness; for you have done something, sir, besides "hanging out the banner," for which you ought to be remembered—and shall be. I do not allude to the military genius you have evinced in the direction of the Seminole War, and still less to the nice points of honour, as yet undetermined, between you and the shade of Osceola. These, with some other matters, belong to the impartial historian, who, in compassion to the living, may be induced to defer his labours till you are dead.

When the late secretary of the navy had succeeded in committing a felony upon his own reputation, by his extraordinary efforts to destroy the Exploring Expedition; when a consecutive series of defeats had attended his puny but vindictive efforts to accomplish that object; when public opinion, with a unanimity that disregarded all party lines, had fixed the imperishable seal of its condemnation upon him; when the House of Representatives contained within its walls no individual so destitute of self-respect as to raise his voice to palliate, much less to attempt to justify, the official conduct of this cabinet minister, whose continuance in office one day after the retirement of the late executive (to say nothing of his appointment in the first place) was inexplicable to politicians of both parties, as well as an enigma to the nation at large; when,
despite all exaggeration as to cost, despite the misapplication of funds, the changing of vessels, the efforts to foment discontent in the service in regard to organization, the delay in reports, the withholding of specific information called for by Congress, the backing and filling without knowledge, the indecision, the avoiding of friends and the caucusing with opponents of the enterprise, the inconsistency in everything save implacable hatred to the expedition, and all those who had done most to promote it and had been longest attached to it—I say, when, in spite of all these drawbacks, the enterprise was ascertained to be too strong for the secretary, and that go it must, the federal executive did so far interfere as to transfer the final arrangements to your hands. Yes, sir, it was at this time, Jan., 1838, that the final plan of selecting a new commander in sea service (a novus homo), and vessels suited to his dignity, was taken from the hands of the Hon. Mahlon Dickerson, secretary of the navy, and placed in the hands of Joel R. Poinsett, secretary of war. Of the manner in which you performed that duty it is my present purpose to speak, and, as it is my right to do, to speak plainly. If I have delayed this duty longer than you expected, though not so long as you had hoped, my apology for the seeming neglect is, that I desired the public mind should have time to get over, in some degree, the disgust it felt at the doings of your predecessor, before it was again nauseated by an exposition of what you had done.

Sir, when the announcement reached the public that the final arrangements and the despatching of the squadron had been confided to you, a general feeling of delight was experienced by the friends of the expedition. The unnecessary delays and the undignified action of your predecessor, so ruinous to the enterprise and so disgraceful to the country, it was now hoped, would be succeeded by a very different policy. You had been in the War Department but a very short time. You brought with you the character of a very considerate man. Intelligence and refinement were conceded to you. The path before you was plain and easy; and your smattering attainments in science were at least sufficient to render you wholly inexcusable in departing from that path, seeing that such a dereliction must necessarily be by design. If a fussy air of promptness in the despatch of business had given you the reputation of more ability than you actually possess, the fault
was not yours; at any rate, it was temporary capital in hand, easily
to be used for good. No one supposed you would prostitute the
dignity of your station by indecently carrying out the imbecile,
vindicative, and prescriptive measures of Secretary Dickerson.
Your own honour, it was thought, would prevent you from inflicting
an incurable wound upon the honour and feelings of the ser-
vice, by selecting for the command any officer over the heads of
his seniors and superiors in professional experience and every es-
sential requisite for the conduct of such an undertaking; men who
would have been proud of such a position, but who would not
have purchased the distinction at a price so revolting.

Stand forth, sir, from the mist which has been so dexterously
thrown round your official acts in reference to your connexion with
the South Sea Expedition. As a high functionary of the govern-
ment and a man of honour, you can have no objection to being
summoned before the public, nor can you demur to the public judg-
ment being invoked upon your official deeds. If your countrymen
shall become acquainted with many things which you had hoped
to keep concealed from them, and your actions shall be found to
have been unworthy the station you fill and the character you
brought into it, the fault is yours, not mine; and you may learn
from it the force of the conclusion arrived at by the man in the
play, that honesty was the best policy, for he had tried both.

I may not be able, sir, to define clearly the exact part you per-
formed in the early stages of your agency in the business of the
expedition. You dabbled in that matter long before the public
were apprized that the Hon. Mahlon Dickerson had in you a secret
coadjutor, while he was earning for himself that distinction which
the common sense of the nation has since, with such perfect una-
nimity, awarded him. In all doubtful cases, I shall not trouble my-
self to inquire how much of this was yours or how much of that
was his. There has been throughout, as I shall show before I have
done with you, such a oneness in the spirit and manner of your ac-
tions, that, like Eng and Chang, you must be content to jog along
united for the remainder of your days, adjusting the honours be-
tween you.

I might ask which of you concocted, in June, 1837, the plan of ap-
pointing five captains, including the navy commissioners, all known
enemies of the expedition, to decide on the expediency of with-
drawing the Macedonian from the squadron. Was it not understood, sir, at the time, that if the commission of five cut the Macedonian off from the expedition, she was to be sent immediately to the West Indies as the flag-ship, in command of an officer who was known to stand very high in your favor?

But I will leave this period, and hasten to the time when you had a direct and acknowledged control. After Commodore Jones, worn out in health, and more worn out in spirit, by the endless impediments and petty annoyances so industriously thrown in his way, resigned his command on November 30th, 1838, what were the scenes and doings which followed? The compliment of the command was tendered to Captain Shubrick, who did not like the vessels, and declined it. Captain Kearney was next invited. The new light that it was not a naval expedition had not yet burst upon you, but it will be seen that your mind was rapidly undergoing a transition tending to that point. When the Hon. Mahlon Dickerson had conceded the frigate to Captain Kearney, did you not interpose, and cause the order to that effect to be hastily withdrawn? And did not this and similar conduct on the part of both, in reference to other vessels, leave that officer without the hope of effecting anything creditable, and cause him reluctantly to retire from an enterprise upon which, under more favourable auspices, he would have entered with so much zeal and professional ambition?

I come now to the case of Captain Gregory; one which I have no doubt you would much prefer should be passed over in silence. When called to take charge of the expedition, this officer stood at the head of the list of master-commanders, and was entitled to his promotion to the rank of post-captain, independent of his command in the expedition. But so tenacious were you at this time of the rights of seniority, so important did you deem rank—ay, that the commander should be of the highest grade (even after the Macedonian had been withdrawn)—that your locum scribens of the Navy Department was dragooned into putting his name to certain papers dictated or prepared for him by you for that end. Was it you or Governor Dickerson—one of you it was, I know—that offered Captain Gregory his promotion, or to send in his name to the Senate, which was the same thing, as soon as he (Captain Gregory) should accept the command of the expedition? Though Captain Gregory, as I understand, very properly refused his pro-
motion with the conditions annexed, he was promoted and also appointed to the command. Did you not then tell the public, through Congress, that Captain Gregory had been ordered to the command, and that he would not be relieved? Was he not, at your instance, ordered to report to Commodore Ridgely, and did he not thus report for duty in this enterprise? Why, and for what purpose, was he superseded in this command, and by what process was Lieutenant Wilkes put in his place? Was not Captain Gregory a marked man, even before he left Washington for New-York to assume the command of the expedition, because he had not intimated his readiness to assume the responsibility of objecting to a certain individual, or, rather, to certain individuals, whom it was your wish to sever from the expedition; an act which you lacked the moral courage to do yourself openly and aboveboard? What conversations did you hold—what arguments did you use with your lieutenant on this point before he was installed commander? Was not the price of the extraordinary favours bestowed on him, his previous consent to do what no other officer would agree to perform, viz., to help you to help Governor Dickerson to exclude an individual or individuals who had never played the sycophant, or done aught justly to offend, or, especially, to conciliate your favour? Your conscience on a death-bed would answer all these questions in the affirmative, though in good health I presume you would not be willing to own them. At any rate, should any of the clique turn state's evidence, it would be an easy matter to prove the affirmative. Having now fairly started in this matter, you may expect to hear from me again.

Respectfully,

Your obedient servant and fellow

- CITIZEN.

New-York, June 10, 1839.

XIV.

To the Honourable Joel R. Poinsett, Secretary of War.

SIR,

I resume, with the first leisure hour since my last letter, the review I therein commenced of your Jesuitical action in connexion
with the South Sea Exploring Expedition; and I regret sincerely that the subject is not a more inviting one.

It may here be proper to state, that about the time Captain Gregory was relieved from the command, or, more correctly speaking, superseded, an impression prevailed to a considerable extent that the older officers of the navy had not shown a becoming readiness to take charge of the expedition, and that they had successively declined or evaded the service, on grounds incompatible with professional duty and ambition. As a general charge, I leave this point in medio; while in many instances I know the imputation to be alike wanton, ungenerous, and unjust. I know farther, and so do you, that the extraordinary selection finally made was justified on this assumption in derogation of older officers. It was so intimated on the floor of the Senate, in the quasi defence which, from a few weak points, you received there. Many members of Congress were under this impression, and were not a little influenced by it, in maintaining silence when they saw the rules of the service and the rights of the officers alike trampled on by your appointment. Sir, did you not give currency to this impression? Will you deny having done so? Did you not say that the older officers had received a rebuke or lesson from which they might profit in future? And what atonement have you made, or can you make, personally, to those you have so deeply injured? You have paltered, in a double sense, with truth and honour: what I charge I'll fix upon you. The appointment of your commander was justified on the ground that his seniors and superiors declined the service. Now mark how plain a tale shall put you down.

Sir, neither you nor Governor Dickerson dare deny that Captain Kearney did agree to take charge of the squadron substantially as Commodore Jones left it; that he agreed to take the whole scientific corps—nay, refused to object to them, as it was more than intimated to him that he might; that he asked no change in junior commanders, and only required that Lieutenant Gedney—who taught Lieutenant Wilkes the rudiments of hydrography—should be appointed second in command on board the Macedonian; that Governor Dickerson did agree to and ratify this arrangement; that Captain Kearney, with that promptness peculiar to his character, on the strength of the authority given, actually directed Lieutenant Gedney forthwith to prepare letters to Messrs. Lieutenants Dornin.
and Glynn, requesting them to get under way with their respective vessels within five days after receipt of such letters, proceed to Rio, and there await his (Captain Kearney's) arrival in the flag-ship! Surely there was no want of promptness—no shrinking from duty manifested here. These arrangements were made late in the afternoon. Early on the following morning, Captain Kearney, accompanied by Lieutenant Gedney, repaired to the department, for the purpose of despatching orders and of putting the squadron immediately in motion. But a night had intervened; and during that night the spoiler came! You, sir, Joel R. Poinsett, interfered, and checked the enterprise when thus, I may say, on the very eve of its advent. It was a dark deed, and darkness had well been chosen for its accomplishment. The first salutation received by Captain Kearney from Secretary Dickerson was an announcement that the arrangements of yesterday were all broken up; that he (Dickerson) had nothing farther to do with the expedition, and that Captain Kearney must now call upon you—Joel R. Poinsett.

Well, he did call upon you during the afternoon of the same day. He was informed by you that the Macedonian must be withdrawn; and thus was accomplished what your joint management connected with the famous Norfolk Commission had failed to effect. Thus was undone what Governor Dickerson had done, or pretended to do, only the day before; thus was nailed to the counter as base coin the imputation that no officer of rank would take charge of the expedition. Whether your object was now to give the Macedonian to a favourite as the flag-ship of a home instead of the West India squadron, or you acted from other motives not now to be dwelt upon, I leave you to explain.

All this, however, failed to drive Captain Kearney from the command; and a proposition to substitute a large merchant vessel, capable of accommodating the scientific corps, as the flag-ship, was proposed, and acceded to by him. But this arrangement was afterward abandoned on your part; and, after having done as much mischief as you could perpetrate within twenty-four hours, you pretended to withdraw from all farther responsibility (pretended, I say, for it was only pretence), and the whole matter seemed to slide into a general irresponsible Committee of Conference, comprising Governor Dickerson, the commissioners, and yourself, by whom it was determined that the squadron should consist of only one sloop,
one brig; one schooner, and the storeship. When matters had arrived at this crisis, then, and not till then, Captain Kearney, disgusted, disheartened, and losing all confidence in being able to accomplish the objects of the expedition with such a force, retired, as I have heretofore stated. Thus, sir, upon you rests the responsibility of having in this instance produced a state of things perfectly in consonance with the whole action of your predecessor, and which has subsequently been used as a justification of the wanton outrage committed upon the feelings and rights of the service, and indirectly, at the same time, upon the science of the country. I repeat, that upon you rests the responsibility, unless you bring in the governor and the commissioners to share it with you, which I am by no means disposed to say you may not justly claim to do.

In this latter arrangement, the plan of the commissioners, it is well known, was to crowd the entire scientific corps on board the store-ship Relief, with canvass-screened state-rooms, to be battened down like live-stock in rough seas and stormy weather. If it were not as generally believed as such an event is generally desired, that the navy board’s existence is drawing to a close, my respect for the men composing it would not restrain the expression of my opinions, derived from all that I have seen and know of the baneful influence of that irresponsible concern upon the vital interests of the naval service of the country. From what I have now stated, the public will learn—what the navy and many private individuals, as well as public functionaries, have all along known—how you failed in this instance to procure an officer of rank to take charge of the expedition!!!

After Gregory, the next in hand was Captain Joseph Smith, an officer of high standing, and of liberal and enlarged views. Your treaty operations with this commander were curious, and are deserving of a brief notice. It will be seen that they were equally insincere on your part with the proffer of official dignity so recently extended to Captain Kearney. Among the junior officers named, Captain Smith asked for Lieutenant Wilkes to command one of the small vessels; a station in all respects commensurate with his rank, standing, and qualifications. Let it be remembered how short a time had elapsed since this station—the command of a small vessel—had been mentioned to Commodore Jones by your predecessor, and now locum tenens of the Navy Department, as a
fitting appointment for this same officer! Out of this point much
difficulty had been made, and, I have no doubt, one motive of Cap-
tain Smith in asking for Lieutenant Wilkes was the hope of recon-
ciling conflicting elements. The highest post ever claimed for this
individual was now tendered to him. Why was it not accepted? Can
you or Governor Dickerson tell? Where slumbered your au-
thority, of which we heard so much when you first took charge of
the expedition? Where was the army discipline you then spoke
of using, in making up the personel of the squadron? Did Lieu-
tenant Wilkes find favour in your sight from the fine illustration of
army discipline he exhibited in not only declining a better position
than he and Dickerson had clamoured for, but also in setting an
example of subordination and obedience for young officers, by tell-
ing Captain Smith that he would resign his commission in the ser-
vice rather than consent to take a subordinate position in the ex-
pedition, or, of course, anything short of the entire command? Such
a modest, beautiful exhibit of professional zeal was not to be
lost upon you; and your nice perceptions of justice and high sense
of honour, it would seem, at once indicated to you the honoured
instrument with which to punish older officers for their unwilling-
ness to take command! Sir, do you believe that there is a sin-
gle officer of independent feeling in the navy who believes that
Lieutenant Wilkes declined the station offered to him by Captain
Smith without having previously received some slight intimation of
what was in store for him, and that the time had now arrived when
the mask might be thrown aside? I do not say that there is any
record of this understanding, nor do I expect that either of you will
own it; but this I will say, that people will think what they
please; nor can you prevent their thoughts taking the bent to which
I have alluded, especially as only two days elapsed from the
time of the refusal evincing so much subordination, discipline, and
professional zeal on the part of the lieutenant, before it was cur-
cently reported that he had been appointed to the command!

It was said that Captain Smith did not give credence to the re-
port (believing it, in fact, incredible), and that he called upon you
to ascertain what it meant. Did you not then tell him you were
just writing a note to him? and in that note, which he after-
ward received, did you not profess to have made every effort in
your power, though in vain, to make the arrangements Captain
Smith deemed necessary? that they could not conveniently be effected, and that he was, therefore, relieved from all farther suspense? Who can fail to perceive in this, though in a different form, the same species of official action which had been just applied to Captain Kearney? The public part which your coadjutor, the governor, took at this time was singularly amusing. He told everybody that Captain Smith would not go without Wilkes, and that Commodore Jones would not go with him; neither of which statements was true. The former, had he been sustained by the department, would have been quite ready to go without him, and the latter never refused to take him in the squadron, in whatever station his rank or his acquirements might place him.

Sir, you dare not say that you were driven by necessity into making your final appointment. You dare not deny—because you know that many others know the fact—that older and better qualified officers stood ready to accept the command. Could you look Captains Kearney, Smith, Gregory, Kennon, Aulick, and Armstrong in the face while giving utterance to such statements, which the whole service would laugh at and pronounce untrue? When you had resolved to travel down the list from the grade of post captain (to say nothing farther in this place about the qualifications of others), was there nothing which brought the claims of Captain James Armstrong before your notice? He had been ordered to the command of the Macedonian, under Commodore Jones, as early as 1836, and had immediately thereupon proceeded from Boston to Norfolk to join the frigate.

From that period to May, 1839, he had been continually attached to his vessel, amid scenes of delay and discouragement more trying to an ardent spirit than the navigation of the Polar Seas. To the substantial requisites for the command of such an expedition he had unquestionable and high claims. At any rate, was it not your duty to look into those claims before you ventured to trample upon his feelings and rights as an officer? Did not the records of the Navy Department show that he had entered the service in 1809, near thirty years ago? and that he had borne himself gallantly at New-Orleans on board the bomb-ketch Etna, and afterward, while commander of one of the gunboats (though he was then quite a young midshipman), in fighting and subduing the Barratarias pirates?
From 1811 to 1813 he was in the brig Siren, where he performed his duty to the entire satisfaction of his commander. He was also in the sloop-of-war Fralies when she was captured by a superior force in 1814, and remained a prisoner of war until March, 1815. Within a month after his return home he joined the frigate Congress as acting lieutenant, and sailed for the Mediterranean. From that vessel he was transferred to the Washington 74, Commodore Chauncey in command, in which vessel he returned to New-York in 1818. After a very short respite he was ordered to the Independence, and, at the expiration of a few months, from her to the Columbus 74, when he served as first lieutenant under Commodore Bainbridge till August, 1821. He had scarce come on shore from this cruise before he was again ordered to the frigate United States, when he again acted as first lieutenant under Commodore Hull on the Pacific, and did not leave that ship till May, 1827. From this date till 1831, he was on duty as lieutenant in the Navy-yard, Charlestown. His next service was as commander of the schooner Porpoise in the West Indies. At the termination of this cruise he was ordered to the Columbus, where he remained on duty until appointed to the command of the Macedonian, as I have already stated.

During this long career of unobtrusive and faithful public service, not in Washington, but afloat, he had acquired that familiarity with the ocean, that thorough and practical knowledge of his profession, which is infinitely more desirable and valuable in a commander than a vain and pompous pretension to science. More than half the expeditions on record have been rendered less useful in their results than they otherwise would have been, by the jealousy, weakness, and folly of their commanders, in wishing to be considered scientific. An able, prudent, yet bold and experienced seaman, who knows how to take care of his vessels and his men under all circumstances, and to harmonize all under his command, is the fittest to conduct such an enterprise as the South Sea Surveying Expedition. Such a man is Captain James Armstrong, who, after being two years attached to the expedition, was rudely superseded by a favourite without the courtesy of a previous consultation!

In the remonstrance sent in by Lieutenant Magruder, who had also been a long time attached as first lieutenant to the Macedoni-
an (with the request that it should remain on file in the department), against the injustice of being superseded, it seems to me that there was one portion which must have been withering in its effect, where he told you that he was of the same date as Lieutenant Wilkes; that he had been examined by the same board; and that he had not only passed higher than Lieutenant Wilkes, by whom he was now supplanted, in mathematics and in seamanship, and, of course, ranked above him, but that he had seen much more sea-service since they had been commissioned as lieutenants!

Sir, I have no wish to lessen the public confidence in your lieutenant commodore, by instituting comparisons between him and other officers by name. If I could bring you to a fair accountability without the slightest allusion to him, I should be glad to do so. He was but your agent, and I mean to hold the principal, and not the instrument, responsible. The outrage committed upon the naval service by his appointment was keenly felt and wholly indefensible. All that in justice can be said in extenuation is, that you had the power and disposition to do wrong, and did it. Governor Dickerson, however much delighted with what was done before, now began to show some symptoms of alarm. The deep-toned, indignant feelings which were known to exist in the service, dismayed "the good, honest old man" about his retiring popularity; and he soon busied himself in saying that he did not do it—"thou canst not say I did it;" while, at the same time, he knew that he had signed his name to the order by which it was done! The degradation of holding office on such humiliating conditions ought to have excited your sympathy for him, and made you ashamed to throw responsibilities upon him which properly belonged to yourself; however, I care not how it may be adjusted in the running account between you. Thus much, however, I may say: that should you and the governor have any difficulty in deciding upon the respective parts you have borne in degrading the service and marring a noble enterprise, you may lay this flatteringunction to your hearts, that between you lies all the glory; that no man of honour will ever wish to share in the monopoly; and that no future secretaries, who may not be bent on embalming their memories in the converse of glory, will follow in your footsteps or imitate your example.
Sir, that I may not be charged with misrepresenting the feelings of the service, allow me here to bring under your notice an extract from one of a number of articles which appeared in a Southern paper under the signature of "Harry Bluff, of the U. S. Navy."

"Misrule, confusion, and mismanagement stalked forth with giant strides. The once popular South Sea Surveying and Exploring Expedition was now rendered odious to the officers. Through the bad management of the Navy Department, it became a by-word and a reproach upon the navy; and when the country, impatient of its protracted delays, was informed that the expedition was on the eve of sailing, it was suddenly left without a commander, and the secretary, with one hundred captains and commanders subject to his orders, reported that he could not get one to go.

"Respect for his office was now completely smothered with pity, mingled with a feeling less strong than contempt for the man. Even the young midshipmen held him in derision, and played off their wit upon him in official letters; and the officers talked openly of sending a roundrobin to ask for his removal. The navy was in an uproar, and even his darling Wilkes threatened to resign rather than obey his orders.

"But it remained for the navy to receive one more stab. It came from the hand that was least suspected, and went to its very vitals. Stand forth, Joel R. Poinsett, for thou art the man! In your youthful days you had associated much with the navy. You had seen the brave Porter and his gallant comrades nobly defending their little Essex against triple his force. You had the whole list of officers before you; and, with the least tact, you might have restored the expedition to order, and made it, even at that late hour, acceptable to the navy and worthy of the country. Many old and gallant officers were anxious to command it. Conscious of the claims to which their long and faithful services entitled them, with a modesty and a sense of decorum which even the president could not appreciate, they waited in anxious suspense, hoping the command would be tendered to them.

"But there was a cunning little Jacob, who had campaigned at Washington a full term of seven years. More prodigal than Laban, you gave him, for a single term, both the Rachael and the Leah of his heart. A junior lieutenant, with scarcely enough ser-
vice at sea to make him familiar with the common routine of duty on board of a man-of-war, and, with one or two short interruptions, a sinecurist on shore for the last fifteen years, he was lifted over the heads of many laborious and meritorious officers, and placed by you in the command of the Exploring Expedition, in violation of law. The president confirmed the act.

"And, as if that were not indignity enough, the public were informed that none of Wilkes's superiors possessed the requisite talents. I here challenge you and his friends to point out a single accomplishment or qualification in him for such a service, which I will not show other officers to possess in more perfection. Scientific men have seen no proofs of his science, and he is not recognised by them as of their number. We are told he is a surveyor. The grounds upon which his claims to this qualification are set up, consist in his survey, last fall, of George's Bank, and, many years ago, of his assisting Gedney and Blake, under Wordsworth, to survey Narragansett Bay. Of the accuracy of his chart of George's Bank we may not speak; for, as yet, Hassler's operations, which will test it, have not been extended so far. As hydrographers, both Gedney and Blake, and many others we might name, are vastly his superiors. While he has been campaigning at Washington, they have been hard at work; and, after many years of arduous service, meritorious officers are insulted, degraded, and vilified!"

"Harry Bluff" has fairly represented the feelings of an overwhelming proportion of the officers of the navy; and such will be the judgment of the whole country as well as of the navy. It is a melancholy reflection, that a man occupying your station should have preferred the gratification of little and vindictive feelings to the high, frank, and honourable discharge of a public trust; but so it was, and you must now lie in the bed prepared by your own hands. The wrong has been done; your acts cannot be recalled; and in my next I shall examine the pitiful subterfuge by which you have attempted your justification.

Very respectfully, your fellow CITIZEN.

New-York, June 13, 1839.
XV.

To the Honourable Joel R. Poinsett, Secretary of War.

SIR,

As promised in the conclusion of my last letter, I proceed to examine the pitiful subterfuge which you have attempted to play off upon the community, at once as a defence and justification of your indefensible conduct. Upon the strict requirements of the law, the usages of the service, the principles of common justice, the paramount considerations of the public good in the success of the expedition, you dared not rely for your vindication, and hence the public was to be amused by a "tub thrown to a whale," in the shape of a pompous proclamation, which I here subjoin:

**EXPLORING EXPEDITION.**

**Naval General Orders.**—The armament of the exploring expedition being adapted merely for its necessary defence, while engaged in the examination and survey of the islands of the Southern Ocean, against any attempt to disturb its operations by the savage and warlike inhabitants of those islands; and the object which it is designed to promote being altogether scientific and useful, intended equally for the benefit of the United States and of all the commercial nations of the world, it is considered to be so entirely divested of all military character, that, even in the event of the country being involved in a war before the return of the squadron, its path will be peaceful, and its pursuits respected by all belligerents. The president has therefore thought proper, in assigning officers to the command of this squadron, to depart from the usual custom of selecting them from the senior ranks of the navy, and according to their respective grades in the service, and has appointed Lieutenant Charles Wilkes first officer to command the exploring squadron, and Lieutenant William L. Hudson to command the ship Peacock, and to be second officer of said squadron, and to take command thereof in the event of the death of the first officer, or his disability, from accident or sickness, to conduct the operations of the expedition.

*Navy Department, June 22, 1838.*
It is here gravely announced that Lieutenant Hudson, senior* officer, is to command the Peacock, and that Lieutenant Wilkes, junior officer to Lieutenant Hudson, is to command the whole expedition. Shade of Sancho Panza! has anything like this been known since your administration of the affairs of Barrataria? Descendants of Tammamaha and Prince Le Boo! be prepared to respect the proclamation of the Honourable Joel R. Poinsett, and take care to respect the rank and pacific intentions of his commodore! Was not your cheek suffused with the blush of shame when you caused this "Naval General Order" to be issued? If the expedition had now become "altogether scientific" and "entirely divested of all military character," why did you deem Captain Gregory's promotion to the rank of post captain, even though he stood at the head of the list of master commanders, indispensably necessary in order to fit him for the command? Is your proclamation an answer? Sir, was it not a matter of public notoriety, that you had authorized one of the commissioners to inquire of Captain Aulick—an officer of acknowledged abilities, who had acquired, though young, distinction in the last war; who had been at sea twenty out of the last thirty years, and much of the time among the islands of the Pacific; who stood high on the list of commanders—if he would take the place of second in command under Captain Smith? What becomes of your consistency with reference to this officer? Does your proclamation afford any defence against the charges of double dealing and an abuse of official power? Indulge not the vain hope that your puny document can protect you from the censure of all honourable men.

Permit me, sir, to adduce one more instance, equally notorious with the last mentioned, in which your Jesuitry was made equally manifest. If not while you were in actual treaty with Wilkes, at any rate but a few days before, did you not, unofficially, invite Lieutenant Tattnall, and did he not, unofficially, accept the invitation to take service in the expedition? Did you not, also, promise to use your best efforts to have him promoted to the grade of commander? (He stood then at the head of the lieutenant's list.) And for what? Why, forsooth, to render him eligible to the second place in the expedition! But what followed? Within one week of all this pretended deference to rank, and to the claims of

* Lieutenant Hudson stands in the Register above Lieutenant Wilkes.
long service and unquestionable ability, you committed the outrage
upon the navy, for the defence of which your contemptible proclama-
tion above transcribed was put forth! This was done at a time, too,
when the authority of the president was invoked to silence older offi-
cers claiming the command. Sir, the high probability that your offi-
cial action in this matter will not be imitated hereafter, induces me
to omit much that occurred about this time. I need not here exami-
ne the law which you violated, nor stop to refute the silly defence
that in the selection of a lieutenant you had changed the naval
character of the expedition, although the vessels, officers, and men
belonged to the navy, were governed by the war power and naval
regulations, and were amenable to and punishable under them
alone. As well might it be said that a frigate sent to convey a
minister or despatches to a foreign court was on a peaceful errand,
and that, therefore, you might put a lieutenant in command!

Well do you remember, sir, that the ground assumed by the gov-
ernor and yourself (covertly) for withdrawing the Macedonian
from the exploring expedition in June, 1837, was the necessity of
employing her in the protection of our commerce in the Gulf of
Mexico. Let me, par courtesie, admit your sincerity; and then per-
mit me respectfully to inquire how the blockade of the Mexican
ports by a French fleet rendered our commerce in that region so se-
cure as to justify you in laying up the Macedonian at Norfolk, and
in abstracting two heavy sloops of war and a gun brig from the
protection of that commerce, to send them on a service which you
declared not to be naval; and that, too, when you had other ves-
sels already equipped and prepared for sea, or might have procu-
red far more appropriate craft than those sent out, in any seaport
of the United States, for half the money which it cost to convert
two sloops of war into ineffectual surveying vessels? In this
view of your patent economy, I say nothing of the bills sent home
from Rio, or of the delay, for months, of a noble enterprise au-
thorized by Congress more than three years ago. Will you or
Governor Dickerson say that in a famous report, purporting to an-
swer a call of Congress, under date of March 19th, 1837, all the
evidence on record in his department was given in reference to the
qualities of the exploring vessels Pioneer and Consort? Nay, more:
Will you or he dare deny that the most important docu-
ments then on file—documents which afforded proof of the fitness
of the vessels for the service for which they were designed—were withheld? I have studied my language, sir; I know the import of every word I have used; and should you or the governor dare to move one step from where I have here placed you, I hold myself bound to give the public the proof of what I have asserted; viz., that important official documents were withheld when called for by Congress, and that trivial, unimportant papers were sent in their stead!

I trust, sir, I have said enough about the naval part of your silly and impudent proclamation; silly, because it covered you with ridicule, from the weakness of the defence set up; impudent, because you attempted to mislead and deceive the people, by pretending that the expedition was about to receive a purely scientific character; a point upon which I shall be very apt to satisfy the public before these letters are closed, though I mean to be as brief as is consistent with justice to you and your coadjutor.

How far you have propagated errors as to the force employed under your present commander, will be the subject of inquiry in my next communication; the scientific part will follow.

I have the honour to be,

Very respectfully, your fellow

CITIZEN.

XVI.

To the Honourable Joel R. Poinsett, Secretary of War.

Sir,

In the slight allusion I have hitherto made to the probable considerations which influenced you in the selection of your lieutenant commodore—the certain kind of service he was deemed peculiarly fitted to perform, and for which it was supposed that in the whole navy there would be no other competent—I confined myself within the limits of what was not only freely spoken of at the time, as matter of general and well-founded rumour, but openly alluded to in Congressional debate. However regular the record on file in the department may appear; however beautifully in manner the command was tendered and accepted; with whatever dem-
onstrations of modest self-distrust, the usual concomitant of exalted minds, it was received, it will be difficult, nay, impossible for you ever to do away the impression that a bargain was made. I do not say that this can be proven; because, from the very nature of the case, proof could only be obtained through the criminating testimony of one of the parties to the transaction; and it is not very likely that either of them will turn state's evidence.

During a discussion in the House of Representatives, April 11, 1838, on the bill making appropriations for the naval service for that year, the outrage you had committed upon the professional feeling and pride of the service, in the appointment you had then just made, was rather more than incidentally introduced! Mr. Wise, of the Naval Committee, said "that he had not accused Lieutenant Wilkes of purchasing his command at all; but he had been informed that intimations had been given to officers of a higher grade, that it was expected, if appointed to the command, they would discharge certain individuals; and one of these men, like a true officer, had replied, that if such dismissals were to be made, the department must take the responsibility of making them. Mr. W. did not believe that it was the painter that was to be discharged, but there was an individual who had done more in the first instance to get up the expedition than any other man in the country, and who had expressed himself very freely in the public journals in regard to the secretary, and whom it was the object of the department to get clear of." Mr. Wise said farther, "that if his information was correct, Lieutenant Wilkes had been selected, not on the ground of his peculiar scientific attainments, nor on that of the special character of the service, but for a reason entirely different. He hoped his friend from New-York would give the house some information on this point."

Mr. Hoffman said "he was utterly unable to do so, for this was the first moment that such a report had ever reached him."

Mr. Wise said "he had his information from a respectable source, and such was the belief of some gentlemen in the navy."

I shall not here indulge, as I well might, in commentary on the current of public feeling which called forth such allusion to your official action on the floor of Congress, but will give you at once the full advantage of the defence offered by your friend Mr. Ingham, chairman of the Committee on Naval Affairs. Every one
will perceive, from the guarded language used by that gentleman, how entirely free he must have considered you from all collusion, all imputation of bargain-making with your new commander. His allusion to Governor Dickerson instead of to you will pass for what it is worth. It is simply an incident in the miserable farce of retaining "that good old man" in office to sign your papers.

Mr. Ingham understood the gentleman from Virginia to say that there had been a distinct understanding between the secretary of the navy and Lieutenant Wilkes, that if he received the command he was to turn off a certain part of the scientific corps. This may have been very proper. It was very apparent, whatever might or might not have passed on the subject, that that corps must be reduced. It had been engaged in expectation of a large scale of organization; the scale was now reduced nearly one half, and this corps must be curtailed in something like a corresponding proportion. Mr. I. had not intended to say anything to the disparagement of Commodore Jones; he had nothing whatever to do with that gentleman, or with his private views in relation to the matter.

Mr. Wise said that Commodore Jones had told him but yesterday that there would not be a reduction of one dollar's expense in the present plan.

Mr. Ingham said it would be very singular indeed, if, when the expedition was to contain but one half the number of vessels, and the whole outfit was cut down in the same proportion, there would be no reduction in the expense! Very strange indeed!

Nothing can be farther from my intention than a design to charge Mr. Ingham with having made a voluntary misstatement. Nevertheless, he was in error, and you owe that gentleman an apology for having misled him. He obtained his information from the department; and from the hour that information was communicated on the floor of Congress to the present, a large portion of the public, as well as of the members of that Congress, have been under the impression that the squadron prepared under the guidance of your lieutenant consisted of about one half the force organized under Commodore Jones; and no small portion of your defence or justification has rested on the deception of this professed curtailment.
You have yourself often given currency to the same imposition in various ways, and in no instance have you corrected the palpable misstatement. Even Governor Dickerson, after retiring from the Navy Department, "just four years after he entered it," endorsed the same glaring misrepresentation in a celebrated letter to some of his neighbours, who took it into their heads to offer him a public dinner. He declined that honour, but could not avoid the opportunity of expressing his delight, and of congratulating the country, that the expedition had been reduced one half. This was his last malignant effort, put forth much

"As a fly in winter
That in a gleam of sunshine creeping forth,
Kicks with stiff legs a feeble stroke or two,
And falls upon his back."

There I leave him, brooding o'er the mischief he had done in wounding the feelings and the pride, and striking at the honour and disciplines of the service. There I leave him, to draw cold gleams of comfort from the reflection of having marred, so far as in him lay, a noble enterprise, and of having squandered the pension fund, heretofore held sacred for the most sacred of all earthly objects—the relief of the widows and orphans of those who died in the service of their country.

And now, sir, for the reduction of the naval force of the expedition, which did so much to take away its naval character, and which rendered it proper in you to instal a favourite in the command who stood low on the list of lieutenants. What, sir, will be the astonishment of your countrymen, and what will they think of you, when I tell them, what you know to be true and dare not deny, that the naval force now under the command of your lieutenant commodore is larger than the squadron which lay in the port of New-York under the command of Commodore Jones! Yes, sir, larger than that very squadron commanded by Commodore Jones, against which you and Governor Dickerson had warred, as the whole country knows, so long and so fiercely, on account, as you pretended, of its magnitude! Oh, consistency, thou art indeed a jewel! And what will Mr. Ingham say when he learns the deceptions practised upon him, and through him, in fact, upon the country? Do you deny my assertions? Do you, trembling, venture to ask for the proof? I have it at hand, and will give it you. The present squadron consists of 

1. The sloop-of-war Vincennes, Lieutenant Charles Wilkes, Esq., commander-in-chief, with twenty-two subordinate officers. This is a twenty-gun ship; which cannot, according to law, be commanded by an officer under the grade of master commander.

2. Sloop-of-war Peacock, Lieutenant William L. Hudson commander, with nineteen subordinate officers. This vessel, now second in the squadron, had recently been the flag-ship of a commodore in the East Indies.


4. Brig-of-war Porpoise, Lieutenant Cadwallader Ringgold commander, with twelve subordinate officers.

5. Schooner Flying Fish, Passed Midshipman Samuel R. Knox commander.


Thus, sir, the country will observe the peculiarly ingenious manner in which you have made the expedition "altogether scientific" in character, and reduced it to "one half" its original proportions. This latter feat has been accomplished by withdrawing the Macedonian of 36 guns and 300 men, and substituting therefor the Vincennes, Peacock, and Porpoise, of 56 guns and 460 men!!!

I speak from the book, sir; the Naval Register bears me out in what I say. It matters not if these vessels went to sea with less than their full complement of men; I believe that wretched species of trickery and humbug was practised; but it can deceive no one, as it is well known that their number can be increased at almost any foreign port. The aggregate tonnage and number of guns of your present squadron, sir, are greater than that of the first; the aggregate draught of water is greater; and there is an addition of one schooner, which addition had been pertinaciously denied to Commodore Jones!

Standing, sir, as you now do, exposed, denuded before the public, and stripped of all defence on the score of a reduced force, it is hoped that you will not attempt to intrench yourself behind reduced expenses. As the two have usually been coupled, I will say a word in reference to the latter. Will you condescend to inform the public, or cause them to be informed, how the expenses of the
present organization can fall short of the expenses of the former organization, consisting of the Macedonian, Pioneer, Consort, Relief, and Active? I, for one, should like to see you attempt a detailed comparison between the two. Will any practical seaman, uninfluenced by hope or fear, say that the present plan is in any way comparable to the former one, as regards efficiency for navigation in high latitudes, or for the protection of commerce, surveying, or scientific research among the islands of the Pacific? Will you, sir, be graciously pleased to enlighten the nation as to what has been the cost of changing from a good to a bad plan, merely to gratify—but hold! I will not allude to motives; I leave them in the recesses of your own breast, having little doubt that, before I have done with your acts, the public will have little to conjecture with regard to your motives. I will in advance, however, do you the justice to admit that you have stepped most admirably in the footsteps of your predecessor and coadjutor, who now reposes on his laurels amid the cool shades and flowery walks of Suc-a-Sunny.

Very respectfully, your obedient servant and fellow

CITIZEN.

XVII.

To the Honourable Joel R. Poinsett, Secretary of War

Sir,

In reviewing your official proceedings in fitting out the South Sea Expedition, I now find myself at a point where your insincerity and double dealing place you before your country in a light which would, to a sensitive mind, be still more humiliating than any in which you have yet been exhibited. I refer to the injury and degradation which, notwithstanding your hollow pretensions of patronage and favour, you have sought to inflict upon the cause of science. I feel, sir, in its full weight, the responsibility attached to the use of such language, and that I can only escape by bringing the charge home to you, by fixing upon you a mark, indelible while you live, and which may be among the few things bearing witness to posterity that you have been. You are ambi-
tious; so was the Theban who fired the temple of Ephesus, with the hope of making his name immortal. He was successful; and you may perchance be rewarded with similar post mortem honours for your wilful, deliberate, unprovoked attack on the science of your country, in your final arrangements for despatching the expedition.

An able corps of savans had been organized long before you had part or lot in the affair. Men whose zeal for science had patiently withstood the ill-usage of your predecessor, and whose attainments and competence to fill the several departments allotted to them were unquestioned and unquestionable, stood ready to set forth at the briefest warning. Your proclamation had told the world that the expedition was "altogether scientific;" that in scientific objects its "naval character" had been merged. There can be no mistake here; because it is on this very ground that you seek to justify the outrage committed on the feelings of the service by the selection of a favourite, in violation of law, and in violation, too, of the published regulations of the Navy Department, signed by the commissioners, and approved by the Hon. Mahlon Dickerson, secretary of the navy, before you were invested with a portion of his authority!

Sir, after your proclamation had seen the light, considerable interest was felt, and no little curiosity evinced to witness the final movement on your part towards rendering the scientific organization of the expedition more efficient. Was it your policy to be somewhat more liberal, not to say just, to the members of the scientific corps? Was their number to be increased? By what new arrangement was the enterprise to be rendered more scientific in character than it had been, when you deemed the rank of post captain indispensable to the command? Is it possible that all this pretension was made on your part for the mean purpose of misleading the public mind; of concealing from public view the littleness—to use a mild term—of the course resolved upon? Truly you must have held the public judgment in supreme contempt, to suppose it could be blinded by such a gossamer subterfuge. If I were your personal enemy, I could wish you no severer moral punishment than to live under the judgment which the science and intelligence of the country has passed upon you. Knowing, as I well do, your vain wish to be regarded as a man of sci-
ence; knowing, too, your solicitude that certain of your own acts should not be fathered upon you, I feel myself in charity bound to tell you, that while I am aware of all you did, have day and hour for some of your precious, high-minded consultations, and know even the secret springs of your contemptible action, I will not, under present circumstances, disgust the public by an exposure of them. No, sir; these matters I will leave untouched, conscious; that, in doing so, I shall merit, and doubtless receive, your grateful, though secret thanks. Matters of record and of public notoriety are all that I have occasion to revert to. These will afford infinitely more topics for remark than I have time or inclination to dwell upon. But this is digression.

Your lieutenant commodore was now fairly installed in the command; an honour which, with a most unaccountable prescience, he had stated, some six months before, might possibly befall him; nay, that such an event might occur without even surprising him. Admirable prophet! Officers of the navy were now no longer permitted to complain of the wrong which had been done them. The name and authority of the president were used to silence all murmers. The paramount right of your commander to overlap the heads of post captains was no longer to be regarded as an open question. Great pains were now taken to hide your plans and intentions; Congress was still in session! You feared the true friends of the expedition in that body as well as out of it. Do you recollect certain matters relating to the rank of your juvenile commander which were to be arranged after the Senate adjourned? I hope I may live to see the day when the head of a department, or of the nation, would be, if not impeached, at least execrated from one extremity of the union to the other, for daring to do, after the adjournment of the Senate, any act to which the sanction of that assembly could not have been obtained.

But let this pass. Little by little your designs became apparent. It was soon ascertained that your young sea-officer was clothed with more summary powers than had been conferred upon Commodore Jones, or offered to any post captain with whom you had trifled and feigned to treat. You know, sir, that I here state an undeniable fact. Your protégé was, moreover, your accredited organ, representing your feelings and doing your behests. He seemed to be clothed with absolute authority; spoke freely of his
plans having been submitted to Mr. Van Buren, and not only approved by him, but endorsed by you. Unfortunately, however, you had not sufficiently impressed on your agent the importance of making his story tally with your own. They did not dovetail; for while, on the one hand, you told the country in your proclamation the expedition was "altogether scientific," he declared his intention to make it entirely naval in point of fact; but that, as he could not draught a scientific corps from the navy, a portion of its present members would be retained, and the remainder dismissed, under the pretence that they could not be accommodated in the reduced squadron!

Let it be distinctly understood, that while I speak of the views of your lieutenant, I only do so to reach your own. I do not deal with the instrument; I have larger game in chase. You are the responsible man, and to you I address myself. Your lieutenant, in assuming to speak of his plans and his opinions, misled no one, because no one believed that he had any other plans or purposes save such as you had suggested, or as he supposed would please you, though the recorded correspondence between you would, no doubt, lead to a different conclusion. There are many things, however, which no revised record can change. For instance, no prepared document can controvert the palpable fact that you had added to the naval force of the expedition, while the whole country was led to believe that a reduction of one half had taken place. Yes, sir, you made additions to the naval force of the expedition under pretence of taking away its naval character, and you sanctioned the reduction of the scientific corps one half, in order to make the enterprise "altogether scientific!" This logic savours somewhat of the Dogberry school. You seem, moreover, to have been wholly incompetent to appreciate the objects of the scientific corps, and the vastness of the field in which their labours were to be performed; or, if you were not so incompetent, you have shamefully neglected your duty, and sinned against the light. Choose which horn of the dilemma you please, I will fasten you on one of them, and, as a counterbalance, you may hang your predecessor and your lieutenant commodore on the other. You are entitled to some distinction, inasmuch as your wisdom and learning has had no parallel since the three wise men of Gotham went to sea in a bowl.

Sir, under date January 1, 1838, Citizen had occasion to ad-
dress a letter to your predecessor, in which he gave a plain statement of the organization of the corps ere your reforming hand had passed over it. That organization was approved by the late president and the science of the country. The division of labours among its several members was there set forth. How dared you interfere with those arrangements after they had been completed? What excuse have you to offer for having done so? Will you again have the temerity to insult the country by asserting that there was no room in your increased instead of diminished squadron for the members you rudely struck from the list, after they had prepared, under the plighted faith of the government, to join the expedition, and were ready to set sail? Was the calibre of your mind only adapted to the little work of carrying out the puerile but vindictive views of the Hon. Mahlon Dickerson, and were you therefore incapable of acting in a noble and generous spirit, as the friend of science alive to the honour of the expedition and the true glory of your country? When and where did you learn that, even with the sanction of the executive, you could be justified before the science of the country in lopping off the important departments of Entomology and Crustaceology; or that they could properly be thrown upon the zoologists, who were already burdened with more than they could perform? Comparative anatomy and philology, being matters of no account with you or your lieutenant commodore, were summarily erased from the list of scientific inquiry, and this, be it borne in mind, was an expedition changed from a naval to a scientific character, on which ground alone this erudite and philosophic officer had been thrust into the command. Superb consistency! The text and commentary assimilate like oil and water!

But this is not all. The department of Natural Philosophy, or Physical Science, the world-embracing labours of which the great Arago would have assumed with modest diffidence, was struck off from the list, because Lieutenant Wilkes, your commander, fancied—Heaven moderate the young gentleman's vanity!—that he was competent to take the matter in hand, in addition to the other duties devolved upon him!!! To the vanity of this universal genius—this second edition of the admirable Crichton—you sacrificed the interest, the honour, the science of the country.

The assistant zoological draughtsmen and landscape and por-
trait painters were trifles in your estimation not worth a thought, and though, like the others, provided at the public expense, were sent to the right-about. What I have here stated as fact, not one word of which can be controverted or shaken, is sufficient, one would imagine, to place you in an attitude not very enviable before the science of your country. I think, furthermore, that you are fairly fixed upon one of the horns of the dilemma tendered for your choice; but, as I mean to bind you to it for the remainder of your life, I shall resume the subject in my next. In the mean time, I am,

Very respectfully, your fellow CITIZEN.

XVIII.

To the Honourable Joel R. Poinsett, Secretary of War.

Sir,

In the concluding portion of my last letter I alluded to the rude hand you had laid upon the scientific corps, and to the Gothic spirit you had evinced in reference to the departments which you had determined were unworthy of being represented in that body. I need not inform you that the savans of all Europe looked with lively interest to the results of the expedition, and the announcement of its authorization to the London Geographical Society, while in session, was received by that distinguished body with enthusiastic cheers. The liberality of Congress, and the efficient organization sanctioned by President Jackson, were especially regarded as highly honourable to our national character. You had often expressed great solicitude yourself for the success of the enterprise. So had Mahlon Dickerson, when it suited his purpose, while he was doing all that he dared, if not all that he could, to break down the undertaking. What he had not the strength or weight of character to accomplish, you have the glory of having in part effected. Are my remarks too general? Have patience, sir, and I will gratify you with a few details, which, perchance, may prove more palatable.

In the opinion of your commodore—selected, we are told, for his
scientific attainments, and whose enlarged views coincided with your own—the department of Palæontology was ridiculous from its unmeaning name. What possible branch of science could be indicated by such an outlandish word as Palæontology? Even Secretary Dickerson is said to have committed several witticisms on the term! That the whole concern was a humbug, who can doubt? for neither you nor your commander knew anything about it. “Away with this worthless department, which we never heard of before,” was your wise and learned decision.

And what, sir, is Palæontology? Have you to be informed that it is that branch of science which treats of fossil organic re-

 mains, both animal and vegetable? “The secrets of Nature,” says the learned Buckland, “that are revealed to us from the his-

tory of fossil organic remains, form perhaps the most striking re-

sults at which we arrive from the study of Geology. It must ap-

pear almost incredible to those who have not attended to natural phenomena, that the microscopic examination of a mass of rude and lifeless limestone should often disclose the curious fact that large portions of its substance have once formed parts of living bodies. It is surprising to consider that the walls of our houses are sometimes composed of little else than comminuted shells, that were once the domicils of other animals at the bottom of an-

cient seas and lakes.

“It is marvellous that mankind should have gone on for so many centuries in ignorance of the fact which is now so fully demonstra-

ted, that no small part of the present surface of the earth is de-

rived from the remains of animals that constituted the population of ancient seas. Many extensive plains and massive mountains form, as it were, the great charnel-house of preceding generations, in which the petrified exuviae of extinct races of animals and vege-

tables are piled into stupendous monuments of the operations of life and death, during almost immeasurable periods of past time.”

“At the sight of a spectacle so imposing, so terrible,” to use the words of Cuvier, “as that of the wreck of animal life, forming al-

most the entire soil on which we tread,” you turn away with vacant indifference, and treat the branch of science which has contributed so much to unfold and analyze the composition of the globe we in-

habit as unworthy a moment’s consideration. Was it modest to come thus in collision with such an authority in science as the great Cu-
vier? Perhaps you may not be aware that much of the eminence of that distinguished naturalist arose from his magnificent work on the fossil bones of the environs of Paris, and that, from his knowledge and application of that branch of science, which you despised and the secretary of the navy punned upon, emanated his splendid theory of the earth! The fame of Deshayes was in like manner established by his great work on the fossil shells of the same region. Brogniart's celebrity rests on his learned and valuable works on crustaceous and vegetable fossils. Desmarest derives his honours from the same source; and Agassiz owes his standing as a man of science to his great work on fossil fishes. Did you ever happen to hear, or did your commander, while in England, happen to learn, that Buckland wrote a work on the fossil bones in the caves of England and Wales? Are you aware that his invaluable "Bridge-water Treatise" consists wholly of descriptions and plates of fossil bones of mammalia, birds, fishes, reptiles, and fossil crinordia and vegetables? Allow me, in all courtesy, to recommend that you procure this book and read it, so that if your counsel should be again requested in matters appertaining to the advancement of science in this country, you may be spared the ridicule which your extensive want of scientific knowledge, as displayed in relation to the Exploring Expedition, has drawn down upon you. Should the Bridgewater Treatise fail to enlighten you, take up the work of Lyell, and you will discover that his almost unparalleled eminence as a geologist is altogether owing to his knowledge of organic remains; indeed, I might say the same of all other geologists of distinction. You would most assuredly make a glorious bargain, could you barter the claims you have on the gratitude of posterity for the enduring need of praise which, by common consent of the scientific of all countries, will be awarded to Lyndley and Hutton; and yet the foundation of their fame will be the "Fossil Flora of Great Britain." Then there are Mantell's work on the Fossils of Titgall Forest and Geology of the South Downs, Miller on Fossil Crinordia, Murcheson's recent great work on the Silurian System, and the no less distinguished one by Sedgwick on the Cambrian System. But why continue the list? To complete it would be to give the names of nearly all the great men who have written, during the last half century, on Natural History.

Without considerable knowledge of fossil remains, it is impossi-
ble that any man can be recognised as a geologist in the present advanced state of the science. No description of a rock could convey a perfect idea of a stratum without an enumeration of the organic remains in its composition. "When we discover," says Buckland, "a regular and consistent assemblage of organic remains, commencing with one series of strata, and ending with another which contains a different assemblage, we have therein the surest grounds whereon to establish those divisions which are called geological formations."

James D. Dana was one of the members of the corps who had the good fortune to escape your reforming hand, and was permitted to accompany the expedition. He is a most excellent mineralogist as well as crustaceologist, well versed in general science, and of more than usual high promise; but the accumulation of burdens you have thrown upon him are too much for the powers of any one man; and geology, the most important and extensive of all the branches of science except astronomy, is actually without a representative in the scientific corps of the South Sea Expedition!!! It was, then, a Vandal act—I hope, sir, after the explanation I have made, I may be permitted to use the term—to exclude the palæontologist. But you and your commander thought differently; and the president having been consulted, sanctioned your learned decision. It is a little strange that neither of you seem to have known that, in the state of New-York, and in several other states whose geological surveys were in progress, it had been found absolutely necessary to create the department and to appoint a palæontologist. For instance, I find among the documents accompanying a communication from Governor Seward to the Legislature of this state, under date February 27, 1839, a highly interesting paper under the title "Second Annual Report of T. A. Conrad on the Palæontological Department of the Survey." Had the state been favoured with the ancient lights of your modern counsel, it might have been spared the expense of this savan.

In conclusion, suppose we were to put the eminent men whom I have mentioned, the value of their works, and the justly high appreciation in which they are held by the scientific world, in one scale, and then let you, and your commander, and Governor Dickerson get into the other—which do you think would kick the beam? If conceit, vanity, and asinine qualities were heavy commodities, you
might hope to ride a seesaw with the tremendous odds against you; but, as they are not, you will be compelled to tilt up, like dust in the balance against pure and refined gold. What do you think, sir, at present of Palaeontology?

Very respectfully, your obedient servant and fellow CITIZEN.

XIX.

To the Honourable Joel R. Poinsett, Secretary of War.

SIR,

If proof were needed of the low estimation in which you held your own conduct, as well as of the contemptuous opinion which you feared, and rightly, would be entertained of it by others, it would be found in your manifest anxiety to escape the responsibility of your own acts. But escape, sir, is impossible. Your attempt, as will be seen, to screen yourself beneath the wing of your commander, was as clumsy a ruse as that of the hunted ostrich, which sticks its head into a heap of sand, while its carcass remains exposed to view. You will comprehend the force of the comparison, and the public, ere I have done, shall understand it also. You cannot, sir, thus hide yourself—not that you are so large, but that the wing is too small.

Until within a few days of the sailing of the expedition, the members of the scientific corps were kept in a state of painful uncertainty. True, they had heard, in common with their countrymen, that the expedition, in your plastic hands, was to be made "altogether scientific," and "entirely divested of its military character;" but the latter they had already seen was a downright deception practised upon the navy and the country, and their previous apprehensions that all was not fair, and frank, and honourable towards themselves were now confirmed. You had not only failed to observe the common decency of consulting with them, but they themselves, and the sciences to which they had devoted years of intense study, were rudely aspersed by your commander, who was clothed with unlimited authority, whose views you and the president sanctioned, and who was now in charge of this "altogether scientific expedition."
A very short time before the day fixed for sailing, a few members of the corps were cautiously informed that you would descend to see them in Washington on their way to join the squadron at Norfolk. Among those who felt themselves invited was John W. Randall, of Boston, one of the zoologists, to whom was confided the department of "Entomology, or insects of the land and sea." The objects of the expedition being national, Mr. Randall holding an appointment under government, and his visit being on official business, I felt no hesitation in asking him, some time after the departure of the expedition, to furnish me with a statement in writing of what occurred between you during his stay in Washington. Everything connected with his visit and your interview was of a public nature, and such as, under all the circumstances, it is not only proper, but necessary, that the public should know. The conversation which occurred on that occasion sheds a flood of light upon the skulking, shameful manner in which you performed, or, rather, neglected your duty.

Mr. Hale, the philologist, had also, about this time, repaired to Washington. Your commander of the "altogether scientific" expedition had previously declared, in the plenitude of his authority and scientific acumen, that philology, or the comparative study of languages, was not worth the room its representative would occupy. Sir, I do not blame him: he knew not what he did, while he knew too much to learn. He had probably never heard—assuredly he did not know—that from this very science, the comparison of language, the most important results had been derived; and that results still more important were to be expected from it, all bearing upon that most important of all subjects, the natural history of man. I have said this much as an apology for your commander, leaving you to make your own. Mr. Hale, without thanks to either of you, was finally permitted to go. I now return to Mr. Randall and his interview with you, and allow him to speak for himself in the following literal abstract from his letter, dated at Boston, September 20, 1838.

"As soon as Mr. Poinsett had returned from Norfolk, it was agreed between Mr. Hale and myself that we should go respectively and see him. Accordingly, Mr. Hale went first, it being Saturday. Mr. Poinsett was very sorry to see him, but told him to
call on Mr. Paulding on Monday, and that, meantime, he himself should have seen him; moreover, requesting Mr. Hale to keep this interview a secret, since he (Poinsett) did not wish to be considered responsible in relation to those gentlemen of the corps whom it was determined to exclude from the expedition. He accordingly told nobody but myself, whom he could not avoid telling, and yet keep up that frankness with regard to his movements (ultimately connected with mine) which our friendly relationship demanded. He enjoined on me secrecy in my interview with Poinsett, which took place on Monday instead of Saturday, because I could not properly see him sooner without exciting suspicion in regard to Hale. I took care, however, by what I said, to involve an apparent ignorance of what had happened. I called first upon Mr. Paulding, and asked him whether sailing orders had been made out for me. Mr. Boyle, chief clerk, was called; they could not be found. I next asked whether any orders were to be made out. He could not tell. 'How shall I find out?' said I. 'You had better see Mr. Wilkes,' said he, 'for he has done pretty much as he pleased in relation to the expedition.' I then called upon Poinsett. Seeing he looked uneasy, I said to him, 'I will only take up two or three minutes of your time, and have not called to ask whether I may accompany the expedition, but whether I am required to accompany it, for I wish nothing that the government does not wish.'

"'Final arrangements, sir, have not been made.'

"'Nevertheless, can you inform me in regard to myself; for it is very necessary that I should know soon, and govern myself accordingly.'

"'You had better wait and see Mr. Wilkes.'

"'That I cannot do; I hold my commission from other authority.'

"'Mr. Paulding will make arrangements with regard to the corps; you had better see him, my interest here is but secondary.'

"'I have seen Mr. Paulding, who says he knows nothing about the matter. It will oblige me, sir, if you can even approximate to a decision concerning me. Shall I probably be called upon?'

"'I think, sir, you will not.'

"'I was called on here, as I supposed, by your orders, in a letter to Mr. Couthouy.'

"'Mr. Couthouy misunderstood me. This will teach me to be more careful next time.'
"'But it has been very inconvenient.'
"'I am sorry for it.'
"'Our expenses have been great ever since we joined the expedition.'
"'I suppose so, and regret it; but the government will be liberal, I am assured.'
"'Well, sir, I thank you for your frankness, which enables me to decide so soon on the course I am to take. I return to Boston this afternoon. Good-morning, sir.'

"He thereupon wished me a good-morning, and I did return that afternoon."

Sir, what a humiliating picture is here presented of the official action of the head of one of the departments in the government of this great nation. If conscious that you were faithfully performing your duty, why were you sorry to see Mr. Hale? Above all, why were you anxious to conceal the part you were then acting? Call on Mr. Paulding! You had better see Mr. Wilkes! Final arrangements are not yet made! Mr. Paulding will organize the corps! My interest is only secondary here! I don't want to take the responsibility of dismissing those members of the corps whom it is determined to exclude from the expedition!!! Don't tell of me!!!

Sir, I give you credit for one thing: a sense of shame, combined with a commendable desire to preserve your reputation. But the end did not justify the means. You had no right—nay, the attempt was dishonourable—to throw the responsibility on Mr. Paulding. You know full well what a hurly-burly you and your commander were in when that gentleman's appointment was first announced. You know what efforts were made to mature your plans, so that no alteration could be made by Mr. Paulding, and your famous proclamation was hurried out with a view to preclude the possibility of his interference. All your miserable, shortsighted alterations and plans were decided upon before Mr. Paulding took his seat in the cabinet. Neither part nor lot in the matter belongs to him. It was impossible, from his sense of justice, high order of intellect, and pure love of science, to expect his participation in such meanness and such blunders. You know that what I say is true, and dare not deny it.

And what, sir, did you mean by "You had better wait and see
Mr. Wilkes?" Who gave your commander authority to render himself, or, rather, the expedition, ridiculous in the eyes of every man of sense in the country, by attempting, in the plenitude of his vanity, to overrule all that had been maturely done by our scientific societies and learned men in the selection of the members of the corps and its organization? I think, sir, it was rather a small business for the Hon. Joel R. Poinsett to be thus hiding his head under the wing of his newly-fledged commander. But I shall not permit you thus to escape. The broad pennant of your protegé is not broad enough to conceal from the public your extraordinary conduct; extraordinary because it is difficult to conceive the motive which prompted it, though I may attempt to throw some light upon that point before I close my communication.

It was surely uncandid to say that, up to the period of your interview with Mr. Randall, final arrangements had not been made, when previous to that time it had been determined, with your knowledge and consent, if not by your suggestion, to exclude him from the expedition. Who excluded him? Who gravely decided that his department was unworthy of being represented? Had any such opinion emanated from any of the learned societies, who had been mocked by being first consulted, then occupied in making out reports, and then their recommendations slighted and their plans rejected under the dictum of your erudite and scientific commander?

In the absence of all testimony except such as I may not use, I can easily imagine the grave consultations which led not only to the rejection of the palæontologist and entomologist, but to that of several other able members of the corps, and to the reorganization of the remainder in accordance with the suggestions of ignorance, egotism, malevolence, and spleen. I will try my hand at holding the mirror up to nature, through the medium of a little dramatic sketch.

**Scene.** A private parlour.

**Dramatis personae.** Honourable Joel R. Poinsett, Mahlon Dickerson, and Commander Wilkes.

**Poinsett.** Make fast the door and stand without; we want no witness here. And now, governor, opposed as we know you to be to this expedition, and determined, if you could not defeat, to crip-
ple it, how did it happen that you allowed so large a scientific corps to be appointed? I find your name appended to all their commissions. You have really given us a world of trouble; besides, there is some responsibility in this matter.

Dickerson. I'm sure, sir, the readiness with which I sign my name to papers prepared by you and your worthy young friend, ought to convince you of the impropriety of holding me responsible for all my official acts. The organization of the corps was not, in fact, my work. I can't explain the matter fully, but I will in part. The old chief, you must know, took a strange sort of notion to the expedition. I always blamed Hamer, Couvin, and other members from Ohio. Hamer, who, you know, was one of our most efficient supporters in the House, was a warm friend of Reynolds', and went for the expedition through thick and thin. Now the old chief put a deal of confidence in Hamer, and used to consult him more than me, though under the constitution I was one of his constitutional advisers. But, besides talking with the old chief himself about the expedition, he got permission for Mr. Reynolds to talk with him also. Whether the old Roman got inoculated in this way, or took the disease naturally, however, I cannot positively say, nor is it now important. He was resolved, he said, that the views of Congress and the country should be realized so far as it depended upon him; indeed, so warm did he get, that he vowed the expedition should surpass rather than fall short of what any other nation had done. As to the scientific board, he didn't show me any particular deference, I assure you, but declared that it should be the best in point of qualifications that the country could produce. Another thing I think did harm. The French government, you know, sent us a magnificent work, "The Voyage of the Astrolabe," with its octavos, quartos, folios of science and illustrations. A tedious affair, except the botany, which I found pretty correct. As the work came to my department, I took it over to the general. He looked at it about one pipeful, and then said, "Well, governor"—he used to speak very familiarly to me—"well, governor," said he, "as we have made King Phillippe pay up the indemnity, we must beat him in exploring. The results of this expedition must equal those before me. We must send a work to France in return for this, no less splendid and profound." Soon as I heard the general talk this way, I was sorry I had taken
him the books. The thing didn’t work the way I wanted. I meant to show the general what a small naval force the French had in their expedition, so that he might cut off the Macedonian; but he wouldn’t listen to me.

You have no idea how difficult it was to resist him in anything he had once set his mind upon. I did all I dared. I delayed the preparations; harassed Commodore Jones; sowed discord among the officers; made them jealous of the scientific corps by insinuating that the latter would cheat them out of all the glory; refused to order any one to join the expedition; released those who wished to back out; rewarded those who abused Jones, Reynolds, and the expedition with almost any service they desired; allowed our young commander to retain in his possession the instruments he brought from Europe, instead of handing them over to Johnson, for whose department they were intended; corresponded sub rosa with officers under Jones; and when, after finding out my trickery and the treachery of one of his subordinates, he arrested the latter, the way I reinstated him was a caution to commodores. I was afraid of Congress, however; so I sent Jones his sailing instructions before that body met. But I knew he couldn’t sail, for I had contrived to keep out of his possession the very instruments by which the vessels were to be navigated. Wilkes, you cunning fellow, you helped me there. Had I time, I would tell you of a thousand more capital tricks. As to the corps, the general compelled me to appoint them. I took care, however, so to word their commissions that they could not draw pay. I afterward did all in my power to disgust them and drive them to resign, as I have no doubt each one of them would testify. Nevertheless, as the old chief was in favour of the expedition, I had to keep up appearances, and to write and speak fair to the friends of the measure, while I took care to retard matters as much as possible.

I never openly tried to set the general against the undertaking but once, and that was the first time the subject came up before the cabinet after the law had passed. I told him it was the same expedition that was so nearly ready, under Southard’s supervision, at the close of Adams’s administration, and which would have actually got off had not Mr. Woodbury and I checked it in the Senate, after the vessels were ready and the bill had passed the House. I soaped the old man by telling him that this occurred just two
days before the commencement of his **blessed** reign. But it wouldn't do. He seemed to be on his warhorse that day, for he said he didn't care if Southard had been in favour of it; indeed, he was glad of it, for it proved that he had been in favour of one good thing. So you see clearly that I had to let the preparations go on or lose my place; and, much as I hated the expedition, I loved my place more. Indeed, if the old chief had not been so much indisposed towards the close of his term, I am really of opinion that the commissioners and I would have had to walk the plank. After the fourth of March, however, when the general was fairly off to the Hermitage, I bounded up like an India-rubber ball. I knew that Martin cared nothing about the expedition, and if he did, that he would not stir me up as the general had done.

Since that time you know pretty well how things have been managed. You know all about our plan of sending five post captains, including the commissioners, to Norfolk, to prepare such a report as would enable me to cut off the Macedonian. You know, too, how they disappointed us; indeed, we had a right to expect a very different result. I always attributed their backing out, in a good measure, to that confounded Reynolds, who attacked me at that very time through the papers, and as good as told the commissioners what they might expect if they should report, as we anticipated, in favour of reducing the squadron. The fact is, he told a good many hard and unpleasant truths about me, though I did deny most of them in the four letters I subsequently wrote in my own praise, over the signature of "A Friend to the Navy." I chose that *nomme de guerre*, because I thought it would be sure to prevent any suspicion of my being the writer. But Reynolds found me out and replied at me in such a manner that I could not stand it; so I addressed a letter to the editor of "The Times," and begged him not to let any more of Reynolds's communications appear in his paper, and he did not. You may not be aware, for you were not here, how I exaggerated the cost, with the hope of influencing Congress against the appropriations; but there, again, that infernal Reynolds, or, rather, his backers, the Ohio delegation, always defeated me. Remember the promise you gave me: he must not go out in the expedition.

**Poinsett.** Well, governor, you have really had some awful stumbling-blocks in your way; but there is one thing I do not under-
stand: I find you have been in correspondence with all our learned societies, and that all the members of the corps have been highly recommended by them. How happened that? Reynolds never interfered in that quarter, did he?

Dickerson. I'll tell you how it occurred. Soon after the expedition had been authorized by Congress, some of our most distinguished men, Professor Anthon, Daponceau, Pickering, De Kay, and others, wrote to Reynolds, explaining their views as to the extent and composition of the corps. These letters Reynolds used to put into the hands of Mr. Butler, who used to take more interest in the scientific department of the expedition than I did, though he doesn't know a petal from a calyx, and never studied botany. Well, Butler showed these letters to the old chief, who took them all for gospel, and declared so it should be. I thought, therefore, the best thing I could do (for myself) was to write to the societies, and have the credit of asking their opinions. Especially, I felt it my duty (as we say officially) to write to the "Philosophical Society of Philadelphia," of which, you know, I am a member. Butler was the only man in the cabinet who ever opened his mouth in favour of the expedition; but he and the old chief were now more than a match for the rest of us. I finally wrote a letter to Martin, preferring a complaint against the attorney-general for interfering with other people's departments. I don't mean any reflections on you, Mr. Poinsett, because you see the expediency of my plans, and will stand by me. We have things our own way at last, and we will show the societies we don't care a fig for their recommendations. "Some things can be done as well as others," as Sam Patch said just before he drowned himself.

Poinsett. I thank you, governor, for your compliment, and for the confidence you repose in me. I will carry out your plans, because, in so doing, I am carrying out my own. I have more to do with this business than the public knows of. You know I have bespoke the Macedonian for a friend of mine. That matter is now fixed, though you came very near spoiling all by giving the frigate and the whole squadron, pretty much as Jones left it, to Captain Kearney. You know the way we arranged it the night after you gave that promise. Our promptitude and address on that occasion alone saved us. One day more, and Kearney would have had the squadron in motion; but, between you and
I and the commissioners, we got the *hampers* on him! We have been equally lucky in getting rid of Smith and Gregory. I must admit that we did not treat Kennon, and Aulick, and Tattnall well; but the impression we have spread abroad, that the old officers disliked the service, will do wonders in our justification. We must keep that notion on the wing. Without indulging in any unbecoming self-complacency, I feel that the reputation I have acquired by *hanging out the banner*, with the concessions made by common consent in favour of my intelligence, love of science, and liberality, will shield me against any charges of hostility to the enterprise that may be made against me. Indeed, under ordinary circumstances, I do not think I should be hostile to it. I have no idea, however, of having a good measure forced upon a department against the wish of its head, as this has been forced upon you, governor. It is a dangerous precedent, and your case to-day may be mine to-morrow. We have kicked the worst stumbling-block from our path, however; and, in placing our favourite in command, we have received the entire control of the concern, and can so shape the future records as to monopolize *all the glory*. As we have raised the cry of economy, and pretended to go for a reduction of the naval force, we must cut up the corps to correspond; and as that object called us together, let us take up the list and proceed to business.

The "Palæontologist"—ha! ha! ha! Phæbus, what a name!—I think you have already disposed of; the next department marked "for consideration" is Entomology, or insects of the land and sea. Wilkes, did you ever see any insects at sea?

Wilkes. No; I never saw a *bug* at sea in my life, except some cockroaches, when I made that short cruise in the sloop-of-war some eight or ten years ago. As to *land-bugs*, the sailors can *pick* them up and stick pins through them just as well as one of the *scientifickers*. I think that was the way D'Urville had it done; and, when he reached home, somebody worked up the bugs for him, took their likenesses, and gave him all the credit. And as for crabs and lobsters (crustaceae I believe they call them), although I have often seen crawfish and the like in foreign markets, and along our seacoast while making important surveys (surveys much more important than that of Gedney's Channel, about which such a *fuss* is made, though it is a mere farce compared with my survey.
of St. George's Banks, which I have just completed), I never heard
of their being dissected by other instruments than knives and forks,
and then, when properly cut up (with salad), and well mixed
with oil, vinegar, salt, pepper, and mustard, they are, as you know,
极端 delicious.

Dickerson. Yes, my dear commodore; but the scientific bodies
tell me that these animals are so important, in a geological as well
as a zoological point of view (these are their very words), that
although, for my own part, I think, with the old proverb, that “the
proof of the pudding is in the eating;” yet it is doubtful whether it
is expedient to strike off this branch altogether; because, while
we can easily declare to the country, on the authority of our com-
mander, that no insects live in the sea, it wouldn’t do to say that
crustaceae don’t. If we did, we should have all the fishermen in
our faces directly. Now our object, you know, is plausibly to un-
dermine every subdivision of the corps; some on the ground of
want of importance; others, when that argument will not hold
good, on the score of there being no field to work on; and thus,
by degrees, to get rid of the whole of them.

Wilkes. That’s my idea exactly; and, were the matter left to me,
I could readily make an efficient scientific corps out of the middies,
by putting them under the tuition of the assistant surgeon for a
few days. As regards the crustaceae, I would set the middies to
work, occasionally, of a Sunday afternoon, for instance, to haul
them up with dredges, and then, after putting by the duplicates to
be boiled for the officers’ suppers, we would have the uniques bar-
relled up to be sent home. When they arrived, your excellency
(you would, I hope, have Paulding’s place back again before that
time) might look up some naturalist of good talents and small in-
come to work them up by the time the expedition should return.
I promise you I will adopt all his views as my own, include them
in my work, and do his judgment the credit of fathering the whole
with my own name, without inquiry, which you will see is no
small compliment, seeing that I shall be blamed for all the mistakes,
as well as commended by the scientific world for all the new views
and valuable details the work may contain.

Dickerson. That will do precisely; and as for armelides, and
arachnides, and myriapodes, and all the other podes, and ides, and
ologies that they have piled on Randall (fact is, I never heard be-
fore of any of them, which, from my knowledge of botany, I must have done had they existed), by the E—l, as the general says, I have no hesitation, Wilkes, in declaring that they are all coined names, got up by the corps to bamboozle us. So I will assert—indeed, I have done so already—and raise all the prejudice I can in the country against them.

Wilkes. So I say. I begin now to see that we shall be able to manage things all our own way, governor. I move that the entomologist be dismissed.

Dickerson. I second that motion. I hate bugs; they eat up flowers, and spoil botanical specimens. And now I should like to propose that the rest of the corps should be got rid of in the same manner; but I suppose that won’t do; we should have too large a wasp’s nest about our ears. We had best, therefore, let a part go, if only to diminish the opposition to us. As for the remainder, they will gradually become silent when they see how little is to be gained by complaints to the government. Though we have been unable to break down the expedition entirely, we shall at least have the satisfaction of dismembering it and of getting rid of Reynolds. But what noise is that?

Wilkes. What’s the matter? You look frightened, governor.

Dickerson. I thought I heard the creaking of the general’s boots on the stairway. I wouldn’t like to have him know what we are now about. The very idea makes me shake in my shoes; though he’s at the Hermitage, when I come to think of it.

Poinsett. It’s only the flapping of the shutters, governor; the wind blows hard to-night. There, take something from the sideboard, and let’s despatch this business at once. What say you to Couthouy, the “conchologist, actinologist, and molachologist”? Did you not remark, governor, in one of your official papers, or was it in one of your “Friend to the Navy” letters, in answer to Citizen, that you wouldn’t give a bit of dry dock for a mountain of cockle shells and mollusca?

Dickerson. Ahem! never mind the particulars. Couthouy’s a hard customer. In the very first letter he wrote to me, he said he’d go in the expedition whether I gave him an appointment or not. He’d find his place, he said, before it returned. He’s a desperate fellow. I believe he wouldn’t mind shooting me if I were to prevent his going. The fact is, he would be a formidable enemy, and
could say a good deal about my manoeuvring that is better unsaid. For instance, I told him to buy a sixty dollar gun, and he bought one for fifty-five dollars, so I wouldn’t allow the bill because he did not follow orders. Ha! ha! he! Oh! wasn’t that capital? But it wouldn’t tell well, you know; and this is a mere sample of what he might disclose.

Wilkes (after a long and dubious pause). Well, let him pass, then; but Hale—we can’t let him go. We have hired an interpreter who will be of ten times the service of all the filly—what d’ye call ’em—fillyologists in Christendom.

Dickerson. You’re right. That department should have been vetoed at first. I once heard a New Zealander, who had come to this country in a whale-ship, talk his native dialect, and I don’t hesitate to aver that I never heard such unmeaning lingo in my life. Ain’t our very newspapers written in half a dozen different languages already? I assure you I wouldn’t willingly be the cause of introducing any more; but Duponceau, Professor Anthon, the Honourable John Pickering, and others, have pushed this Hale very hard in their letters, some of which have just been received, and were written, you know, Poinsett, since our young commander said he didn’t think him worth the room he would take up.

Poinsett. I’ll fix it so as to let him go. I would not like to come under the lash of the men who back him.

Wilkes (half grumbling). Well, I won’t object, since I’m to have the honour of all the writings. I can write pretty well, that’s a fact; though I don’t know much about that humbug they call grammar.

Poinsett. I have already scratched out Randall’s name. What say you to the comparative anatomist, Dr. R. Coates? He is highly recommended, and is said to be extensively and most favourably known to the profession.

Dickerson. Comparative nonsense! We don’t want any such supernumerary. It’s the business of the purser’s steward to cut up the meat on board a man-of-war, according to the revised code of navy regulations which I approved: is it not so, Wilkes? You know.

Wilkes. Yes, governor, you’re right; it is the business of the purser’s steward; but you omitted one circumstance. The quartermaster, you know, stands by to see justice done; and, when one
lot of meat has more bone than another, one of the men turns his back and shuts his eyes, while the quartermaster, pointing to the bony heap or any other, inquires, “Who shall have this?” and so the matter is settled. Now the cleaver is the only instrument used in these dissections, and the purser’s steward can do the business just as well as the anatomist.

Dickerson. I knew you’d say so, my young friend. Let the anatomists dress wounds and give lectures in the hospitals. When I studied the sciences, particularly botany, I never heard of such a thing as comparative anatomy.

Poinsett. I have anticipated your decision. The name of Coates is stricken from the list. The next is Professor W. R. Johnson, “Natural Philosophy or Physical Science.” What shall be done with him and his department?

Wilkes. If I have any influence with you, let him be dismissed. I pretend to know something about this “Natural Philosophy”? myself. I can make pendulum observations, and that’s the main thing; and I don’t want any one on board who knows more about it than I do. Besides, I owe this Johnson a grudge. Some years ago I made some magnetical experiments on “Smith’s Compass Needle.” I performed them on the most scientific principles, and drew my conclusions from the most profound deductions. Taking experiments, deductions, and conclusions together, there could be no earthly doubt about my results. I expended much time and labour on my report. My claims as a scientific man rested upon it. I was proud of it, justly proud of it; anybody would have been proud of it; Smith was proud of it. And what do you think was done with this paper in Philadelphia? Why, some institute or society had the audacity to appoint Professors Bache and Henry, and this same Johnson a committee to examine it. They did so, and absolutely reported that my deductions were absurd! Had they ventured slightly to differ from me, I could have borne it, because there may be differences of opinion even as regards experiments in the exact sciences; but to say that the very reverse of my demonstrations was true, which was tantamount to declaring that, so far from being right, I was ridiculously wrong, was unbearable. If I command the expedition, Johnson shall not go!!!

Dickerson. I fear it will be considered strange, if not contradictory in me, that I cannot entirely concur with our young com-
mander. You must bear in mind that I'm a member of the Philosophical Society of Philadelphia, and once had the honour of reading a paper on the Cryptogamus of New-Jersey before its learned members. I don't believe in newfangled lights in botany since that day, and I have no doubt that the experiments of Johnson on our worthy friend's magnetical data were of the modern and spurious kind; yet still I don't see the way clear in leaving out Johnson. Since I have been a member of the Philosophical Society of Philadelphia, I have learned that he is very highly thought of by such men as Professor Farrar, Professor Silliman, Professor Mitchell, and Professor Henry. Besides, I am really fearful of even my little share of the responsibility; indeed, my responsibility is nearly threadbare.

Poinsett. We need not fear the responsibility provided we keep true to each other. How can any one find out who did it? Besides, I mean to lay low, and bring Paulding in for a share; and you should remember, too, governor, we owe a great deal to our young commander, as you call him, who agrees to do anything and everything we wish. He will protest against Reynolds going in the expedition. Our plan is, that Wilkes shall absolutely refuse to take him, and then I will pretend that, as harmony is all-important, he, for the sake of harmony, must be left out.

Dickerson. If that's the case—Johnson, off with him! But I must be permitted to tell the Philosophical Society of Philadelphia I had no hand in it.

Poinsett. This looks well, and we have now got through with all the business that strikes me at present. As to the artists, and the disposition of that portion of the corps whom we permit to go, why Wilkes may manage them as he likes. Let me impress upon you, however, the importance of keeping our own counsel, and of throwing as much mystery as possible around our doings, because, it must be owned, we are a little vulnerable on some points. We have not reduced the force as we intended; on the contrary, we have increased the force and reduced the scientific corps, which, in truth, makes the enterprise less scientific, and more naval or military. We have given Wilkes more enlarged powers, governor, than you conceded to Jones. Wilkes has the privilege of choosing his own officers; this was refused to Jones. We have allowed Wilkes and all his officers increased pay; this was refused to

R R R
Jones. We have allowed Wilkes one additional schooner; this was denied to Jones. I might enumerate other special privileges, but these are enough to prove the necessity of caution. And now, gentlemen, if you think of nothing farther, we will adjourn.

Dickerson. Nothing that I can think of. Paulding, you know, has arrived, and I'm off in a day or two for Suc-a-Sunny. This expedition has given me more trouble than all the other affairs of my department. Boyle could do nearly everything else. The public, no doubt, will be so glad to hear that the expedition is off, that they won't inquire very particularly as to how we have got it up. Matters must be so managed, that, if anything pretty handsome should come of it, we three shall have the credit; and, if unsuccessful, we will call the whole country to witness that we were opposed to it. Amid all my troubles, and wear and tear of reputation in endeavouring to defeat the undertaking, I have one consolation—besides my abiding confidence in posterity—which is, that, by holding back reports, refusing to travel in Florida for my health, and keeping matters muddled up, I managed to keep Paulding out of office nearly six months after he was expected to supersede me, and thus secured three thousand dollars I should otherwise have lost. So much for diplomacy.

And now let me, before I forget it, commend the commissioners to your favourable regard. They can be relied on as against the expedition, provided they are exonerated from responsibility. It's well for them and for us that the old chief is not here. I sometimes start involuntarily in the midst of my scheming, forgetting that he is safely housed at the Hermitage. I like Martin better; he don't stir me up as the general did. Your plan to leave out Reynolds is good—capital. You know the strong recommendation of him sent by the Western members of Congress to the president. Pretend you never heard of it. And now, suppose we abequatulate. Wilkes, remember your promise to call an island after me.

Exeunt omnes.

Sir, I have had no intention, by this episode, of allowing you to escape. You are the man responsible to the public, and must abide the decision of that tribunal. I have called the foregoing scene an imaginative sketch, yet I know, and you know, there are many individuals who will recognise more of truth than fiction in its de-
tails. The noblest reward of the noblest minds is self-approval in the contemplation of the past. Few, I opine, will be envious of the little consolation in store for you from such a source. Reflect on the position you occupy, the high expectation which your former character had inspired, the opportunity and power you possessed of bringing order out of chaos, of securing the gratitude of the navy, the thanks of the country, and the homage of the lovers of science, not only at home, but in every portion of the civilized world; and then contemplate, if you can, without feeling your cheeks burn with shame, the attitude in which you have placed yourself by acting as a tender to Mahlon Dickerson. In the rejection of Mr. Randall, if you do not plead consummate ignorance, then are you self-convicted of gross neglect of official duty. Such is the dilemma, remember, upon one horn of which you are doomed to hang during the remainder of your days; and, while thus hanging, the label pinned upon you shall read, "Be it known, at home and abroad, that to the Honourable Joel R. Poinsett exclusively belongs the unenviable distinction of having laid the last hostile hand upon a noble enterprise, designed to enrich the field and enlarge the boundaries of human knowledge."

In your estimation, the department of entomology was not worthy of a representative on board a great national expedition, designed by Congress to be perfect in all its details, and for which the most ample funds had been provided. Would that in charity I could believe you had no just or adequate conception of the vast range of research embraced by this rejected branch. Sir, it is not for the purpose of inflicting pain on you that I write. But, while I could feel no pleasure in beholding you writhe and your lips lick the dust in contrition, still I owe a duty to the cause of science, which you have rudely trampled upon, and to the feelings and pride of the service, which you have grossly injured and insulted, that will not permit me to suffer you to escape unwhipped of justice.

And how shall we estimate the extent and value of this discarded department of entomology? Surely by the importance attached to it by the scientific of all civilized countries, and the number and characters of the men who have devoted their lives to its study. By this ordeal must your decision be tried.

You cannot object to the authority of Cuvier, at once the most
classical, minute, and philosophical of naturalists; whose name, indeed, is but another term for all that is excellent and profound in Natural History. Look at his great work, "Regne Animal," in four volumes—2042 pages. Look at the divisions of his work: the introduction embraces 32 pages; the catalogue of authors, 120 pages, leaving 1890 for the work proper. Of these, 950 pages are devoted to Entomology, or Anellides, Crustace, and Insects, which belonged to Mr. Randall's department: Anellides, 30 pages; Crustaceæ, 158 pages; Arachnides, 63 pages; Insects (or bugs, to speak à la Dickerson), 674 pages; so that you will perceive this rejected department equals in extent all the others in the animal kingdom; and, if the more extended details of the former portion of the work be taken into consideration, actually exceeds them!!! Wishing to make a final disposition of you while I have you in hand, I have thus gone into statistics, for the purpose of rendering the subject more tangible, and leaving you without a shadow of defence.

Do you object to this mode of judging by the number of pages? I own that in many works—and not a few official documents—such a method might seem unjust, but not so in such a well-proportioned and erudite work as the "Regne Animal" of Cuvier. The combination of distinguished authors who prepared it for publication did not permit one portion of the work to suffer on account of another.

It is true, sir, your dictum would have little weight apart from the appendages of office; but, as it cannot be viewed in that light, and might, therefore, be regarded as authority, and become a precedent, I deem it proper still farther to indicate to you and to the country the accumulated weight of authority by which you are opposed, leaving you to enjoy whatever of self-complacency may result from the comparison.

On the one side we have the Honourable Joel R. Poinsett, supported by Governor Dickerson and Lieutenant Wilkes: formidable authority! If any one of the three has written upon the subject of Entomology, his labours, I believe, have not yet seen the light.

On the other hand, the limits of my letter, already extended farther, probably, than you desired, will only permit me to notice a portion of the works which have been written on Entomology. A mere catalogue of their names would fill many pages. Indeed, I
have made a catalogue of nearly one thousand works on this branch of Natural History, written by several hundred authors, and are not half the number it would be easy to collect with a little more research.

Aristotle paid great attention to the animals coming under this head, and made a classification of them. Others of the ancients after his time were not unmindful of them. Since the new dawn of science we have Linnaeus, Thumberg, Pallas, Swammerdam, Reaumur (one of the most classic of naturalists), Baron Degier, Ray, Foureroy, Fabricius, Brogniart, Desmarest, Kirby and Spence, M'Leay, Strauss, Durckheim, Andouin, Geoffroy, St. Villaire, Walckenaer, De Serres, Savigni, Cuvier—but it is needless to mention the names of eminent men, ancient or modern, who have devoted their talents to this subject, especially as it is now ascertained, on the authority of Joel R. Poinsett, secretary of war, Mahlon Dickerson, ex-secretary of the navy, and member of the Philosophical Society of Philadelphia, and Lieutenant Wilkes, commander of the "altogether scientific expedition," that these arduous labours in the cause of science were valueless! Sir, I do you no wrong; such is the only interpretation your decision will bear, unless you acknowledge a wilful neglect of duty.

Again, sir, while treating thus lightly individual authority, you should have recollected that there exists an Entomological Society in Paris, and another in London, each comprising hundreds of members, who publish their transactions annually, and have their agents and correspondents in all parts of the world. I have not yet heard, however, that they have furnished their agents with three-foot rules, for the purpose of ascertaining by measurement the precise scientific value of what they may discover; on the contrary, I doubt if they place a higher estimation upon the great lobster, near eight feet long, caught in the Seine a few years back, than upon the smallest insect that enjoys the light and air of heaven. So much, indeed, is the study of smaller animals necessary, ere the principles of zoology can be generalized, that the French government has recently directed about twenty naturalists to complete a new work on natural science, in sixty volumes, to be exclusively devoted to the lower order of animals. This work is now nearly ready for the press. I will give you a specimen of the arrangement:
LETTERS OF A CITIZEN.

Introduction to Entomology, by Lar Cordaire, 2 vols.; Coleoptera, Beetles, by Count Degean, several volumes; Hymenoptera, Bees and Wasps, Serville, 2 vols.; Diptera, Flies, by Macquart, 2 vols.; Lepidoptera, Butterflies, by Brisduval, 4 vols.; Arachnides, Spiders, by Baron Walcheneer; Crustacea, Crabs and Lobsters, by Edwards, several volumes; Mollusca, by Blainville, &c., &c., &c., &c. Able and extended as this work will be, it will actually, as regards most of the subjects embraced, contain little more than mere outlines, i.e., physiology, history, classification, generic description, leaving out the species with the exception of new or typical ones.

Now, either from a total want of knowledge, or in contempt of duty, you, sir, as minister of a department, charged with fitting out a great national expedition, in character (according to your own showing) "altogether scientific," struck from the corps the entomologist, who had long been appointed, and was prepared, at an hour's notice, to go on shipboard. You feared, it might be supposed, that his intellect should become mouldy for want of employment in a field of research not considered too limited for the labours of a score of the first European savans for a term of ten years! What a compliment to American genius, or else what a reflection upon European stupidity! If the learned societies of this country and of Europe do not award to you some distinguishing token of the estimation in which they hold you, it will not be owing, I am sure, to any want of desert on your part. You have richly merited a conspicuous mark of their sovereign contempt.

Very respectfully, your obedient servant and fellow CITIZEN.

XXI.

To the Honourable Joel R. Poinsett, Secretary of War.

SIR,

All that I said in my last letters in relation to the palæontologist and entomologist, and the degrading ignorance or unpardonable malevolence which led to their dismissal from the scientific corps of the expedition, would apply with more than equal force (as I would show, did time and space permit) to the department
of Comparative Anatomy, Dr. R. Coates, and Natural Philosophy, Professor Johnson. On the return of the expedition to the United States, you will probably find more leisure to review these matters than when your war capacities were so severely taxed in directing the military campaigns of Florida. Unfortunately for the Seminoles, you will then have ceased to control the movements of the "Southern army."

I propose, however, in closing this correspondence, to say a few words in relation to another individual who, it was supposed, had some claims to a place in the expedition. Were I to defer to your wishes and feelings, this point, I am aware, would be passed over in silence; but truth and justice demand plain dealing in this as well as the other matters connected with the expedition. You have not forgotten that, about two weeks before the squadron sailed, I addressed a letter to you in reference to myself, of which the following is a copy:

"New-York, July 30, 1838.

"Sir,

"It is now about two months since a letter was sent to the president by a portion of the Western delegation in Congress, in reference to my position in the South Sea Expedition. As neither my friends nor myself have received any answer, I would respectfully inquire what determination, if any, has been made in reference to my appointment. If it be determined that I shall hold no station, either with or without duties defined and a salary attached, then and in that case I beg leave respectfully to inquire if I may be permitted to accompany the expedition in the capacity of a volunteer, without compensation, without duties defined, and at my own expense, in which capacity, as volunteer, I will ask no other consideration or protection from the department or the commander than is guarantied by the rules of the service to a sailor before the mast. An answer to the above is respectfully requested at your earliest convenience, as I should like a few days for preparation.

"I am, very respectfully, your obedient servant,

"J. N. Reynolds.

"Honourable Joel R. Poinsett."

Subjoined is your reply:
“Washington, August 1, 1838.

“Sir,

“I have had the honour to receive your letter of the 30th July, and, in reply, assure you that I knew nothing of the application in relation to your situation in the Exploring Expedition made by your friends in Congress. I received myself a letter from a gentleman in Ohio, asking that you should be appointed commercial agent, to go out with the expedition; but I knew the president had decided that no such officer should be appointed, nor could I, with my views of the subject, recommend such a measure to his favourable consideration.

“Being about to take my departure from Washington, and expecting to be absent some weeks, I addressed a letter to the secretary of the navy, in which I expressed my opinion of the composition of the scientific corps; their number and description, but without designating the persons. I think he ought, and presume he will, be governed in his choice by the wishes of the commander of the squadron, for it is essential to the success of the expedition that the utmost harmony should exist between the naval officers and the members of that corps.

“Your desire to accompany the expedition is natural, and, under ordinary circumstances, your having, in some measure, originated the design, would give you a strong claim to be indulged in your wishes; but all subordinate considerations must yield to the paramount one of conducting the expedition to a successful issue.

“Your letter has been sent to the Navy Department.

“I am, sir, very respectfully, your obedient servant,

“J. R. Poinsett.


How puny, evasive—I had almost said cowardly—is this reply. You knew nothing of the application made to the president by my friends in Congress, except what you learned from somebody in Ohio!! While in courtesy I am bound to believe you, I feel disposed that the public should know how well informed you make yourself on public matters before you come to a decision. That you had conferred with President Van Buren in reference to me is admitted in your letter, where you say, “but I knew that the president had decided that no such officer (as commercial agent) should
be appointed, nor could I, with my views of the subject, recommend such a measure to his favourable consideration."

Sir, I will not undertake the delicate task of inquiring what honourable and intelligent men will think or say of you, when informed that at the very time when you and President Van Buren were discussing this matter, the following, among other papers, were in his possession, if not actually lying on the table before you.

The ingrained opposition of ex-Secretary Dickerson to the expedition had shown itself towards me from no other cause than the humble and independent efforts I had made in favour of the enterprise. It may have been, in some measure, owing to this waywardness of the ex-secretary that these memorials and letters, without any agency of mine, were drawn up and sent to the president. They were signed by men of both parties, in a generous spirit of justice, for which I have ever felt and now feel a deep sense of gratitude.

To his Excellency the President of the United States.

"The undersigned, members of Congress from the State of Ohio, avail themselves of this occasion to express their gratification upon learning that the Exploring Expedition, authorized by a recent act of Congress, is about to be fitted out in a manner worthy of our great republic.

"They feel it to be a duty which they owe, as well to their constituents the people of Ohio as to their common country, to remind the administration of the claims of J. N. Reynolds, Esq., to a prominent place in the proposed expedition. His long and ardent services in calling public attention to this question, and urging its adoption by Congress; his zeal and untiring industry in collecting information in reference to it; his intimate acquaintance with all the interests of the commercial community (between whom and himself there exists a long and intimate intercourse), whose interests are afloat in those seas; the kind relations subsisting between him and most of the scientific men and societies of our large cities, as well as his personal acquaintance with the South Seas, and his unusual mass of information in regard to their localities, eminently qualify him to be placed at the head of the civil corps which is to accompany the squadron.

"The services and qualifications of Mr. Reynolds have been ac-
knownledged by every committee who have reported upon the subject, and are appreciated by Congress and the whole country.

"The undersigned believe that they express as well their own sentiments and those of their constituents, as of the friends of the expedition generally, in asking that Mr. Reynolds be placed at the head of the civil and scientific corps, having a general superintendence over, and that he be authorized to write the history of the expedition, having such rank, powers, and compensation, as the administration may think proper to bestow.

"Respectfully, your obedient servants,


"July 2d, 1836."

To his Excellency Andrew Jackson.

"Sr,

"In the Exploring Expedition which has been ordered out under the direction of the general government, we would respectfully recommend J. N. Reynolds, Esq., as the chief of the civil appointments.

"The unremitting zeal of this gentleman in the cause of his country and of science, his former experience as a navigator, his scientific acquirements and capacity, would seem to us to point him out as the person most deserving the appointment.

Ely Moore,  
Samuel Barton,  
R. H. Gillet,  
J. Y. Mason,  
James Harper,  
John Reed,  
Benjamin C. Howard,  
A. Ward,  
Z. Carey,  
George L. Kinnard,  
A. Lane,  
John Cramer,  
C. C. Cambreleng,  
J. Toucry,  
R. Boon."

To the President of the United States
House of Representatives, 2d July, 1836.

"Sir,

"I have learned with pleasure that the Expedition to the South Seas will be despatched in due time, and that you have directed it to be fitted out as becomes the interest and character of the country over which you preside. Yes, I rejoice that you have done so, for I sincerely believe that no act of Congress for years has been so honourable to our national character, none that will reflect more credit on your administration; as the undertaking will attract the eyes of the whole civilized world, and its results become matters of interest and of record in every part of Christendom.

"To be appointed at once, with a liberal allowance, to the first place in the civil department of this expedition, I beg leave strongly to recommend my friend J. N. Reynolds, Esq.

"In reference to this gentleman I must be permitted to speak with freedom, for I have known him long and intimately. His labours in this cause, so perseveringly continued, are well known to the whole country; in an especial manner are they known and appreciated by the whole of that portion of our fellow-citizens interested in the commerce of the Pacific, and who have expressed so much interest in having this expedition fitted out.

"I was in Providence in October, 1834, when Mr. Reynolds made an address before that body, for the purpose of getting an expression of the Legislature of my state in its favour; which was readily given, as the people of Rhode Island take a lively interest in the undertaking.

"From that period to the present session and final action of Congress on this subject, I have held with Mr. Reynolds a con-
stant correspondence, and Mr. R. has at all times consulted with me as to the steps necessary to be taken to effect the object for which he has laboured so long.

"At the last session I made a report in favour of the expedition from the committee on commerce, which was not acted on by the House for want of time.

"At the present session Mr. Reynolds again conferred with me, procured a recommendation from the Legislature of New-Jersey, and, when he arrived in this city, I agreed with him that it was the best plan to commence in the Senate, which was accordingly done. The result, since that time, is known to you. The measure passed by an overwhelming vote of both houses, and has been much approved in all sections of the country. These are some of the circumstances which enable me to speak so strongly in favour of Mr. Reynolds, whose labours and sacrifices in this cause have made him well known to the members of this House. I do not hesitate to say that to his efforts, more than any man living, is the country indebted for the successful prosecution of the measure before Congress.

"These facts made known to you, it will, I am sure, no longer be a question as to the part which shall be assigned to him. The organization of the scientific corps could not be committed to better hands; and especially do I wish that to him may be assigned the duty of writing the official account of the cruise.

"With great consideration and respect,

"I am your friend,

"Dutee J. Pearce."

To the President of the United States.

"House of Representatives, 2d July, 1836.

"Sir,

"I beg leave respectfully to recommend J. N. Reynolds, Esq., for the chief of the civil appointments connected with the Exploring Expedition to be sent out to the South Seas. In this I am governed by a desire to see merit adequately rewarded in the appointment of a gentleman whose past services and scientific nautical researches appear to point him out as one who has earned the place and is eminently qualified to fill it.

"The friends of Mr. Reynolds, particularly in the western coun-
try where he was raised, have long admired the ability and utility which have attended his devotion; and, I may add, they would be much gratified if this meritorious son of the West could be placed in a situation where he might earn still higher distinction for himself, and, at the same time, confer greater advantages upon his country.

"With sentiments of the highest esteem,

"Your friend and most obedient servant,

"GEORGE L. KINNARD."

To the President.

"Senate Chamber, Washington, 2d July, 1836.

"SIR,

"I would inform the president that many of my constituents feel a deep interest in the Exploring Expedition authorized during the present session, and which I understood the executive has decided to fit out the present season; and that, having a high opinion of the character and qualifications of J. N. Reynolds, Esq., and of his capabilities to be useful in said expedition, I respectfully recommend him to the president for the highest civil appointment connected with the expedition; and will add, that his appointment will afford me personally much gratification.

"I have the honour to be,

"Respectfully, your obedient servant,

"JOHN M. NILES."

"Washington, 5th July, 1836.

"DEAR SIR,

"I enclose you several papers in relation to the appointment of J. N. Reynolds, Esq., as chief of the civil and scientific corps which goes out with the exploring squadron to the South Seas.

"No. 1 is the unanimous recommendation of the representatives from Ohio (without distinction of party) that he be thus appointed.

"No. 2 is the recommendation of some forty or fifty members of Congress from other states, asking for him the same station. This paper was got up without the knowledge of Mr. Reynolds or any of the Ohio delegation, and I have no doubt a hundred additional names could have been obtained, if any one had taken the trouble to circulate it through the House. It was not deemed necessary, and was not therefore done.
"It contains the names of a majority of representatives from Indiana, of Illinois, and Rhode Island; of a great portion of Pennsylvania; and of gentlemen of distinction from a majority of the other states of the Union.

"No. 3 consists of letters from gentlemen of respectability and science, from various quarters of the country, to the same effect. They all speak the same language and breathe the same spirit.

"These documents, taken together, leave no doubt of the state of public opinion upon this question. All who have reflected much upon the subject feel the necessity of an efficient organization, with a responsible chief, to produce unity and harmony of action. All who are aware of the large space which Mr. Reynolds fills in the public eye, in connexion with the great enterprise, at once point to him as the most suitable person to fill this station; that he ought to obtain it (in the character of commercial agent, or such other as may be thought advisable), and be allowed to write the history of the expedition, I have never doubted for a moment.

"Few persons seem to be aware of the immense importance of this expedition to our national character. It will rivet the attention of every intelligent man in Christendom for years to come, and it will be looked upon hereafter as an epoch in our history. It will surprise the elder nations of Europe to see that a new people like us have undertaken this voyage. But how much will their wonder be increased to perceive that we have organized it upon a plan which, for enlargement of conception, liberality of sentiment, and efficiency of action, renders it decidedly superior to anything of the kind which they have attempted.

"That this great undertaking may redound to the honour of your administration, and to the glory, happiness, and prosperity of our beloved country, is the ardent prayer of

"Your excellency's obliged friend

"And obedient servant,

"T. L. Hamer.

"To his Excellency Andrew Jackson."

Sir, I here repeat what I have said in another place, viz., that you shall not shift the responsibility from your own shoulders to those of Mr. Paulding, much less shall you screen yourself behind your commander, whose excessive vanity is only equalled by the
shallowness of his attainments in science, and notorious want of professional experience and ability, and whose opposition to my being a member of the expedition was only in part payment of the favours showered upon him by ex-Secretary Dickerson and President Van Buren, to the neglect of older, abler officers. Your pretended reference of my letter of July 30th to the Navy Department, with your presumption that the secretary would, and your opinion that he ought to be governed by the wishes of Lieutenant Wilkes, will pass for just what it is worth. In no one will it excite more surprise than in Mr. Paulding himself, who wrote me, in reply to my letter referred to him by you, under date August 6th, as follows:

"You are aware that the expedition was already reorganized on its present plan previous to my coming here, and that it was determined to make no alterations."

That the public may be still better qualified to judge how likely it is that you knew nothing of the remonstrances made to the president by my friends in Congress, I will here present for their perusal a paper in addition to those already given.

To his Excellency Martin Van Buren, President of the United States.

"The undersigned, members of Congress from the West, beg leave once more, very respectfully, though earnestly, to call the attention of the administration to the claims of J. N. Reynolds, Esq., to a prominent place in the Exploring Expedition. This measure was early and warmly supported by the West. It was originated and first called to the attention of Congress by one of her sons. She still continues to feel an interest, and still indulges the hope that it may be so equipped as not to disappoint the just expectations of the country: she still hopes to see it depart in skilful and experienced hands, unshorn of its naval or scientific strength. Congress has made repeated appropriations, which leave no doubt of the hold of the expedition upon the science, the intelligence, and pride of the nation.

"The whole Ohio delegation, as well as many other members of the House, immediately after the passage of the law authorizing the measure, addressed communications to the late executive. After congratulating him on account of the interest he took in directing the expedition to be fitted out in a manner worthy of our
great republic,' they proceeded to call his attention to the claims of one who had done so much in calling public attention to the importance of the enterprise, and in urging its adoption by Congress. The friends of the measure knew the important part Mr. Reynolds had acted, and they were influenced not more by a sense of justice than a desire for the success of the enterprise, in asking for Mr. Reynolds a prominent portion in it. The commercial interests of the United States in the seas to be visited are well known to the executive; they are immense, and still susceptible of great extension. In asking that Mr. Reynolds be placed at the head of the civil department attached to the expedition, was only asking, in other words, that he should receive the appointment of commercial agent. Until recently, many of us supposed that station had been assigned to him; that he ought to have it, and be authorized to write the official account of the expedition, we have never doubted. That he is eminently qualified to perform these duties, under the sanction and regulations of the department, cannot be doubted; that he has abundantly earned the distinction which they would confer upon him will admit of as little question.

"Mr. Reynolds has uttered no complaints to his friends, and it has not been until since the passage of the last bill of appropriation that they became aware of the actual position the secretary of the navy had assigned him; and not even then, till the discussions in the House seemed to leave some doubt whether he was to accompany the expedition in any capacity had led to direct inquiries upon the subject. Any officer conversant with the history of this expedition, and knowing the relation Mr. Reynolds has maintained to it, both in and out of Congress, and should object to his participating largely in its labours, would, from that fact, in the opinion of the undersigned, be himself unfit to command; and the interests of the expedition and the honour of the country would, in all probability, be best consulted by his dismissal, and the supplying of his place by one of more just, liberal, and enlarged views.

"The undersigned have learned with deep regret, that to Mr. Reynolds, the originator, the indomitable advocate, who has for so long a time persevered against every discouragement, whose knowledge upon the subject has been so fully appreciated by committees and members of Congress, and has enlisted so large a share
of public feeling throughout the country, has received from the department the meager, unmeaning appointment of 'corresponding secretary to the commander,' to perform such duty on the expedition as the justice or caprice of a commander might direct; while the names and duties of all others composing the scientific corps, as well as juniors in command, were conspicuously named in the general instructions for the guidance of the expedition, were thus recognised by the department in a document to be preserved in all coming time; but in that list and in that document the name of J. N. Reynolds, we learn, is nowhere to be found; that no duties were assigned him by the secretary; in a word, that the action of the department, whether intended or not, would go to show that Mr. Reynolds was not recognised by government, or known in the enterprise, except only so far as he had an order in the form of an appointment from the secretary, directing him to report to the commander for duty.

"The undersigned forbear farther comment on this subject, and content themselves with protesting in the name of their constituents the people of the West, as well as in their own names, against the continuance of such obvious injustice to their fellow-citizen, who has, in their opinion, earned far different treatment at the hands of government. They are aware that many difficulties have thus far attended the fitting out of the expedition: upon these difficulties they feel no disposition to dwell. It is enough for them to call the attention of the president to the subject, in a spirit of frankness and kindness, feeling assured that their communication will be received in the same spirit, and that the president will at once give such directions as will be satisfactory to all the parties concerned.

"Very respectfully, &c.,

Thomas Corwin, Ohio.  
James Alexander, Jun., Ohio.  
Alexander Harper, Ohio.  
Daniel Kilgore, Ohio.  
J. W. Allen, Ohio.  
William H. Hunter, Ohio.  
Charles D. Coffin, Ohio.  
A. W. Snyder, Illinois.  
William Allen, Ohio.  
John Tipton, Indiana.  

Thomas L. Hamer, Ohio.  
J. Ridgeway, Ohio.  
William Key Bond, Ohio.  
Calvary Morris, Ohio.  
D. P. Leadbetter, Ohio.  
P. G. Goode, Ohio.  
S. Mason, Ohio.  
Thomas Morris, Ohio.  
O. H. Smith, Indiana.  
Lucius Lyon, Michigan.
James Rariden, Indiana.  
William Graham, Indiana.  
George H. Dunn, Indiana.  
William L. May, Illinois.  
John Chaney, Ohio.  
E. Whittlesey, Ohio.  
"Washington, May 1st, 1838."

To J. N. Reynolds, Esq.

"New-York, Nov. 12th, 1837.

"Dear Sir,

"The members of the scientific corps attached to the Southern Exploring Expedition have, with deep regret, understood that you entertain some idea of resigning the commission by which you are at present associated with us.

"Without pausing to inquire whether the position in which you are placed by that document is such a one as, in justice to your unwearied exertions for the success of this great national enterprise, should have been assigned to you, we would earnestly request you to reflect farther upon the subject before making a final decision.

"That you would of necessity occupy a prominent station in the expedition has so long been considered by us, in common with the whole country, as a point beyond all question, the present contingency takes us wholly by surprise; and we have heard, with not less astonishment than grief, that in the official list of the civilians connected with this undertaking, the name of J. N. Reynolds is nowhere to be found. Upon the manifest injustice of this omission no comments are requisite. We believe that through the length and breadth of our land, wherever the name of the Exploring Expedition has been mentioned, every voice will be lifted up against it. Neither is it required that we should enter into a detail of the many reasons for which we consider your accompanying it to be of the utmost importance to the harmony and eventual success of the expedition. Permit us, however, to assure you that such is our conviction, and to express our sincere hope that the knowledge of this fact may induce you to sacrifice your present views and feelings in this matter to the wishes of the corps, and to consent to retain a position which, however it may fall short of what in jus-
tice should be yours, will secure to us your co-operation in carrying out successfully the great objects of the voyage. Our country, never forgetful of the claims of her children, will, we cannot doubt, in the end award you all that is so justly your due, however it may be attempted to deprive you of it at present. Trusting that our appeal, therefore, may produce the desired effect, we remain, dear sir, with the highest respect and esteem,

"Your sincere friends,


Sir, in sheer compassion for you, I will suppress the evidence in my possession, additional to the preceding, that you were address-ed directly and personally, in reference to my appointment, by the Hon. Thomas Corwin, of Ohio, and will close this letter with the remarks of the Cincinnati Republican, a paper that had uniformly given you and the president an able support.

"This appeal or remonstrance, for it is a little of both, was sent to the president early in May last; but its publication has been withheld until the present moment, in the hope that justice would have been done Mr. Reynolds. But we learn that it is determined that Mr. Reynolds shall not accompany the expedition, and the communication, though signed by a majority of the delegates in Congress from the West, who are friendly to the administration, has not received the courtesy of a notice from the president.

"When we take into consideration the uniform support the exp-edition has always received from the West, and especially from the Ohio delegation, who took an interest in the enterprise from the fact that it had been originated and successfully prosecuted by a native of Ohio, the conduct of the executive seems almost unac-countable. Here are the wishes of the almost entire delegation of the northwestern states strongly and manfully expressed. On what ground of petty jealousy are the demands of this letter de-nied? Was it to gratify a secretary notoriously opposed to the expedition from the moment it was projected, and whose ground of hostility to Mr. Reynolds was mainly owing to the fact that he had again and again defeated him before Congress? We assign no other reason for the conduct of the president in this case."
"Of the arrangements which have given dissatisfaction, the appointment of Lieutenant Wilkes to the command, over the heads of his seniors and superiors in every respect, is not the least reprehensible. Why was he selected? Was it because he was ready to do the bidding of an incompetent secretary? This is no party measure. Strong men on both sides have been and are its supporters. The country at large bears the expense, and has a right to ask why matters have been thus managed. The people of Ohio have a voice in the matter, and a right to inquire if injustice has been done to one of her citizens—the author of the measure—who has, by his researches and publications, fixed milestones and guideboards for those to carry on the expedition who have now got possession of it, without the magnanimity to do justice to its projector. The conduct of the managers of this affair towards Mr. Reynolds will find no response from honourable men. They may do him wrong, but cannot put him down; for, going or staying, his triumph has been complete. The spirit which his labours has awakened will not sleep; for, whatever is done in this expedition, or by others which may and no doubt will follow, for the extension and security of commerce and the acquisition of scientific knowledge, the country will not forget to whom it has been mainly owing."

Very respectfully,

Your obedient servant and fellow CITIZEN.