PENSACOLA GAZETTE
AND
West Florida Advertiser.

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BY W. HASELL HUNT,
EDITOR AND PROPRIETOR.
Publisher of the Laws of the United States and of the Territory of Florida.
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By Authority.

[PUBLIC ACT.]

RESOLUTION in relation to an intended visit of the Marquis De Lafayette to the United States.

The Marquis de Lafayette having expressed his intention to revisit this country—

Resolved, by the Senate and House of Representatives of the United States of America in Congress assembled, That the President be requested to communicate to him the assurances of grateful and affectionate attachment still cherished for him by the Government and People of the United States:

And be it further resolved, That whenever the President shall be informed of the time when the Marquis may be ready to embark, that a National Ship, with suitable accommodations, be employed, to bring him to the United States.

H. CLAY,
Speaker of the House of Representatives
DANIEL D. TOMPKINS,
Vice President of the United States and President of the Senate.
Washington, February 4th 1824
Approved.
JAMES MONROE.

PROSPECTUS.

At this time when the great political parties, which a few years since divided our country have become so mingled that the distinctions of party names are no longer known, the Editor thinks it scarcely necessary to say that he is attached to no party and bound to no man or set of men; and at the same time pledges himself that the Pensacola Gazette, while it remains in his hands, shall always be independently conducted on genuine republican principles.

It will be the constant endeavor of the subscriber, to render his paper as interesting to his patrons and as useful to the public as possible, by the selection of such articles of news, both forign and domestic, as are of importance, and the insertion of such essays on commercial, agricultural and political subjects, as may convey useful information or give rise to salutary investigation.

Ever prompt in expressing and ready to defend, the opinions he may adopt on any subject, his columns will always be open to calm, dispassionate, and dignified communications, as well of those who do not, as of those who do agree with him. And while he solicits the correspondence of his friends on matters of science, taste and literature, as well as on topics of public interest, he hopes that no other communications will be offered, as he should consider it his duty to reject them without hesitation.

W. Hasell Hunt

Pensacola, 20th February, 1824.

CONDITIONS:

The *Pensacola Gazette and West Florida Advertiser* will be published once a week at Five Dollars per annum, payable *invariably* in advance.

Advertisements not exceeding a square, of the usual size, will be inserted at the rate of One Dollar for the first, and Fifty Cents for every subsequent insertion; longer ones in proportion. Merchants and others advertising by the year, will have a liberal deduction made from the amount of their bills.

While patronage is earnestly solicited, it is hoped that all who subscribe will comply with the condition of paying in advance; and thereby prove themselves real patrons.

Subscribers to the Floridian, not withdrawing their names, will be considered as wishing to receive the Gazette, and expected to comply with the conditions.

Gentlemen procuring subscribers are requested to send in their names without delay.

W. H. H.

NAVAL PEACE ESTABLISHMENT.

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REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
January 24, 1824.

SIR: In compliance with the resolution of the House of Representatives, of the 15th December last, "that the President of the United States be requested to communicate a plan for a Peace Establishment of the Navy of the United States," I have the honor to present, for your consideration, a plan for re-organizing the naval establishment. It is designed merely as the project of a bill, to exhibit the principles which are deemed beneficial in their application to the service, without regard to the words or form of the law, should one be founded upon it; and is accompanied by a variety of tables and estimates, calculated to explain and illustrate its operation.

In fixing the naval establishment, the first objects of attention are, the number and size of the vessels which are to be built, both for peace and war. By them the number and grade of the officers, and the number and size of the navy yards, stations, and depots, must be regulated. Considerations peculiar to each of these naturally come into view, but the whole must have relation to the first object.—The management and discipline of the service must be governed by a code of rules and regulations, adapted to the character of the establishment. Such a code must be prepared, should this or any other project be carried into execution; but, as it must be founded upon the law, and be consistent with its principles, it cannot be prepared until after the law has been passed. To determine the number and grade of officers of which the establishment ought to consist, it is necessary, first, to ascertain the proper number and importance of navy yards and stations, and the number and class of the vessels which the situation of the country requires to be kept in commission and in active service; and, secondly, how many ought to be kept in readiness for a state of war. The former will prescribe the limit below which we cannot descend without a disregard of the public interest. The latter will exhibit a point above which we need not rise. The former is indispensable; prudence and policy demand that we provide for the latter.

It is believed that the naval stations at Erie and Whitehall are not useful now, and that no course of events can hereafter render them necessary to the public defence.—Two only of the vessels at Sackett's Harbor are worthy of preservation, and they can be protected by a few men. The two former of these stations may therefore be abandoned as soon as the public property at them can be disposed of or removed; and the latter may be maintained on a very reduced scale at an expense of about $2,000. The three stations now cost annually, about $27,000.

When proper depots shall be selected and established, several of the existing yards and stations on the Atlantic board may be either altogether abandoned, or the expense of them greatly curtailed, by maintaining a few officers and men to minister to the wants of vessels which necessity shall compel to visit them, either for provisions or repairs. But, as there are vessels on the stocks at six of these yards, none of them can, at this time, be abolished; but the expense of them may be somewhat diminished.—Their number and situation are well known, and their annual cost may be seen by paper D, annexed to the bill. In the report from this Department, at the commencement of the Session, the force is mentioned which it was proposed to keep in commission during the present year, and a hope expressed that it might be found sufficient to accomplish the protection and defence of our commercial and other interests. That force, however, was calculated for a state of the most peaceful and friendly relations, and looked only to the interests then mentioned, without reference to the policy of promoting the growth of the navy, or any of those considerations which arise from changes in our relations with other powers, or the propriety of such a disposition of our naval force, as shall enable us to pass with least injury from the attitude of peace to that of war; and give to our officers the skill and experience which will fit them to defend and protect the honor and interests of the nation. In re-organizing the navy, these considerations cannot be overlooked. And it is believed that there is enough in the state of the world, and our own situation, to prevent us from being unmindful of them at this time.—It seems to be our duty to keep such a force in commission, as will protect all our scattered interests, secure the respect of other powers, and give active service sufficient to qualify as many officers as will be required to command and managed the whole of our vessels, when necessity shall call for their use. Long and active employment are essential to give naval skill and experience; and, without them, our vessels are insecure, and our character, as a nation, in danger of being degraded. It were better to have no ships, than to have them filled with incompetent and unskillful officers.

The following is the least force which it would be safe to provide for, and keep in commission, and active service; In the Mediterranean, one ship of the line, one frigate, one sloop of war, and one schooner: In the Atlantic, including our own coast, the West Indies, the Gulf of Mexico, and the coast of Africa, one ship of the line, one frigate, four sloops of war, and four schooners; In the Pacific, one frigate, two sloops of war, and one schooner; For occasional services, in which the vessels on those stations cannot be employed, one frigate, and one sloop of war—in the whole, two ships of the line, four frigates, eight sloops of war, and six schooners. Many of these vessels will be on distant stations, in going to and returning from which, much time must be consumed; and all will require frequent repairs, refitting, and exchange of crews. Other vessels must, therefore, be kept in commission to relieve them, and a force, equal to about one-fifth of the whole amount, will be necessary for this purpose.

It is then respectfully submitted, that the number of officers and men required for the navy yards and stations on the Atlantic board, and for the vessels before mentioned, is, with proper allowance for sickness and casualties, the lowest for which provision can safely be made in the contemplated organization of the naval establishment. It is for this, with other reasons, hereafter mentioned, that the project submitted in the first section mentious this number as the least which the President of the United States shall be permitted to retain.

When the vessels now authorized by law to be built are completed, there will be (besides those on the lakes) 12 ships of the line, 12 frigates of the first class, 3 frigates of the second class, 3 steam batteries, one other post ship, 6 schooners, including the Spark, and 15 sloops of war, should Congress order ten more to be built.—These, when in commission, together with the shore stations, will require the number of officers mentioned in the second section, and which is therefore taken as the largest which it is at this time necessary to authorize. The vessels having been built, and being designed for our protection from foreign aggression, we must train officers to command and manage them. It is worse than useless to have vessels, which cannot be employed for the want of officers, and great folly to entrust them to those whose ignorance and inexperience will endanger their safety. The experiment would be alike hazardous and prodigal. An effort has, therefore, been made, in the proposed organization, so to arrange the grade and number of officers, as not only to manage, in the best way, the force necessary for present use, but to enable us in the most rapid, cheap, and efficient manner, to pass into a state of war, and employ all our vessels in active service. By comparing the first & second sections, it will be perceived that the officers of the highest grades, requiring the greatest skill and experience, which are proposed to be retained, will be competent to the command of all the vessels; and that, by the promotion of some of the most skilful, from the inferior grades, and introducing as many as may be necessary, into the lowest, where skill is least needful, the whole will be organized with facility. But, in order to fit the officers of the inferior grades for promotion, it is indispensable that the force before mentioned be kept in commission, and the officers named in the first section be employed as constantly as circumstances will permit. With the vessels now in commission, this object cannot be accomplished. A great portion of the science of the naval commanders can be acquired only on the ocean, and by years of labor and discipline. It is in vain to hope for a triumphant defence of our national interests and character there, without we thoroughly train, educate, and discipline, those who have to fight our battles. To ensure such a defence, beyond hazard, it is confidently believed, that the nation will cheerfully meet the requisite expense.—Connected with this point, it is not improper to suggest, that the early education of most of our officers is very unequal to the character they have subsequently to sustain, and that an effectual remedy can be found only in the establishment of a naval school.

We have no rank above that of Captain. The proposed organization gives three higher grades. It it is not supposed proper to furnish with minuteness in this report, the whole argument in favor of this increase, as if it were a new question. It has been frequently presented to the public consideration. The experience of all nations, both in land and naval forces, has led to the same result in relation to it. No one has ever been able to command her armies or her fleets by Captains. And our experience does not justify us in believing, that our success in such an experiment will be greater. Rank is necessary to enforce discipline; the orders of a superior are always more readily obeyed than those of an equal in grade. Rank is equally necessary to ensure the science required to command an extensive force, which differs from, and is of a much higher character than that which is competent to the command of a single vessel, the desire, also, to reach the higher rank, will create strenuous exertion to acquire the information which is suited to it, and operate extensively on the general character of the whole corps. If you would induce your officers to prepare themselves for any service, you must present to them the certainty of having that service to perform; and that their duty and honor will equally demand that they preform it well. It is no reproach to them to say, that very few now are, and with our present system, very few ever will be, fitted to command our fleets successfully against a powerful and skilful adversary; and it is earnestly to be hoped, that such an arrangement will be adopted as to furnish all grades with such opportunites for improvement, & such excitements to exertion, as will prevent our future experience, on this point, from being calamitous. The increase of rank will also obviate some causes of irritation, in the intercourse of our officers with those of other nations, the least powerful of whom have higher grades than we have, and they universally claim honor and precedence according to rank; this must either be yielded, or intercourse with them suspended. To the first, the individual and national pride of our seamen cannot, and ought not to assent; and the latter is productive of unfriendly feelings. This inconvenience will be greatly augmented, and our naval reputation may suffer severely, from this cause, should our vessels have occasion to co-operate with those of any other nation. In such cases, rank must be respected. Our officers, for want of it, may always be subordinate; our fleets, no matter what their power, be subject to the orders of others, though commanding a very inferior force, and our reputation be thus placed where it might not always be safe. History furnishes some valuable illustrations on this point. One additional, but inferior grade, that of sub-lieutenant, is also proposed; it is meant to provide increased rank and pay for passed midshipmen, who have distinguished themselves by zeal and activity, in discharging their duties, and qualifying themselves for promotion, and for whom there may be no vacancies in the rank of lieutenant.

The expense of the proposed increase of ranks, compared with its advantages, is trivial; public expenditure is always to be measured by the public advantage resulting from it; and if six or seven hundred officers can be excited to useful exertion; discipline and efficiency increased; causes of irritation with other nations, and of mortification to ourselves, diminished; such an expenditure will be found to be true economy.—Besides, in examining this, in connexion with other parts of the proposed organization, it will be seen, that, although there be a small increase of expense on one point, yet, by adopting the whole, the expense of the naval establishment will be diminished.

The temporary rank of captain commanding a squadron in chief, is authorized for cases of necessity, and as a temporary reward for distinguished merit. The persons attached to the flag officers are useful, but to be employed only on particular occasions.

It will be perceived, that the design in rating the vessels is to arrange the compensation of the officers by their responsibility, and shew the proper complement for each class.

The leading principle in that part of the proposed organization which relates to pay, is to apportion it to the amount and importance of the service performed, that he whose responsibility is greatest, and who is engaged in the most active duties, should receive the highest compensation. Hence, three general rates are proposed: 1. For those in active service. 2. For those who hold themselves in readiness for active service; or are engaged in merchant vessels, acquiring that knowledge of seamanship, which will enable them most skilfully to perform their duties. 3. For those on furlough for definite or indefinite periods, and who are not employed in merchant vessels.

To the first class, in some cases, the same, and, in others, higher pay is given, than is now allowed. The advance is believed to be proper, from the period when that pay was established, the increased responsibility arising from the changes in our vessels, and the inducement which it offers to be constantly in service. To the second class, an average of about two-thirds of the pay of the first is given. To the third, about one third of the first. This proportion is considered equitable and just; and the effect anticipated from it is, desire for sea-service, in all officers of all grades; a desire leading, in its necessary results, to skill, faithfulness, and ability.—Under the system now in existence, it is almost always the pecuniary interest of an officer to obtain leave of absence, or a station on shore.—Under the one now submitted, it will be his interest to be actively employed upon the proper element of the seamen: but, as he cannot always be there, the second, or reduced pay, is placed at such an amount as to enable him, when on shore, to live respectably and comfortably, as an officer of the public ought. It is also proposed a little to vary the pay, according to the rate of the vessel and the amount of the force, because the labor and responsibility of the officer vary with them.

The proposed compensation to admirals and commodores is as

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