MESSAGE

From the president of the United States, transmitting plans and estimates of a Dry Dock, for the preservation of our ships of war.

Gentlemen of the Senate and of the House of Representatives,

In my message of the 16th instant, I mentioned that plans and estimates of a Dry Dock, for the preservation of our ships of war, prepared by a person of skill and experience, should be laid before you without delay; these are now transmitted; the report and estimate by duplicates; but the plans being single only, I must request an intercommunication of them between the houses, and their return when they shall no longer be wanting for their consideration.

TH: JEFFERSON.

December 27, 1802.

LETTER

From the Secretary of the Navy, inclosing to the president of the United States two copies of a report made by B. Henry Latrobe, on the subject of a Dry Dock.

NAVY DEPARTMENT,
8th December, 1802.

SIR,

I have the honor to enclose two copies of a report made to me by B. H. Latrobe, esq. on the subject of a dry dock at this place, of a size sufficient to contain twelve frigates of 44 guns, in which report he mentions the site that would, in his opinion, be the best; the works necessary to be erected, accompanied by drawings, the means of supplying the dock with water, and the probable period it would take to complete the works, to which he has subjoined the necessary estimates, exhibiting the probable cost.

I also enclose two copies of a report made to me by captain Tingey, in pursuance of instruction to examine the streams of water in the neghborhood.

I have the honor to be,
With the greatest respect and esteem,
Sir,
Your most obedient servant,
ROBERT SMITH.

President of the United States.

To ROBERT SMITH, Esq.
Secretary of the Navy.

SIR,

In conformity to your instructions, I repaired to the city of Washington, and have since my arrival devoted my best attention to the several objects committed by you to my consideration—I now beg leave to submit to you the result.

I. *Site of a dry dock or naval arsenal.*

The principle of a dry dock or naval arsenal in which twelve frigates of 44 guns could be laid up, had been already so far matured by the president of the United States before my arrival, that I have only to lay before you a description of the situation in which it can most advantageously be erected, and designs and estimates of the works which are necessary to carry it into effect.

The harbor of the eastern branch of the Potomak has, in almost every part, a bottom of mud, into which the wharves which have been erected, sink to a great depth and which affords in very few places a prospect of a good building foundation at a moderate depth and expence—But at the end of the street marked 9, east of the capitol, which bounds the navy yard to the east, a spot of hard gravel runs out near to the channel which promises to furnish a solid foundation for the erection of the first lock necessary to raise the ships into the cock; another circumstance points out this spot as advantageous: A valley runs up in the direction of the street, the greatest part of the distance to which the works must be extended. This will save more than half of the digging which would otherwise be necessary. To render the situation as advantageous as possible, it will be requisite that the streets should be vacated so far as the square in which the Virginia and Georgia avenues intersect each other, and to purchase the squares east of the street No. 9, as far as No. 10. But should any objection occur to the vacating of the streets to such an extent, or to the terms on which the lots could be purchased, the plan herewith submitted may be executed at nearly the same estimated expence, by vacating the streets only to the extent of the navy yard, according to its present limits, and by placing the arsenal at right angles with the locks, extending the same from east to west.—A circle is marked on the plan, representing a turning dock, which would also be useful as a repairing and graving dock for three frigates, if necessary to execute the same. Its expence is included in the estimate herewith submitted. Should this mode of executing the plan be adopted it will render the purchase of only 100 feet by 250 feet necessary, to the eastward of the street No. 9, at the distance of about 400 feet from the present shore. As however this plan has many disadvantages, it will be, to be considered in how far the present purchase of the eastern squares could be effected by the sum which the erection if the turning dock will require; for if the arsenal be in a line with the locks, the erection of the turning dock may be well postponed until the extension of the arsenal orthe construction of repairing or graving docks be found necessary. And should great part of the navy yard be occupied by the arsenal, the space which ought to be open for the erection of store houses, will not only be much curtailed, but their situation deteriorated. If the eastern squares be obtained, a range of store houses, east of the locks will not only enclose and protect the works but be in the most advantageous situation for the delivery of the stores to the ships as they arrive from the arsenal at the pier heads. For the perfect comprehension of the situation, I beg to refer to the maps of the city.

II. *Works necessary to be erected.*

The first works to be erected are two locks of twelve feet lift each. The lowest of these locks being sunk twenty three feet below high water receives the ship from the channel of the harbor. The lower gates being shut, the lock is filled by water from the upper lock until it rises to the height of twelve feet above high water, at which level the vessel will find twenty-three feet of water in the upper lock, into which she then enters. The water in the upper lock being then raised twelve feet higher, the vessels will be admitted to the dry dock or arsenal into 23 feet of water. Her keel being then (if she drew 23 feet) one foot above high water mark. Whenever the number of vessels intended to be docked or laid up have been raised into the dry dock by this process (which is more fully explained by the model which I shall in a few days submit to you) all the water is permitted to discharge itself into the harbor, and the vessels being properly shored as the water leaves them, settle upon the blocks which are prepared upon the slips marked in the drawing No. 2, fig. 1. It is very evident, to use the words of the president's letter to me "that a vessel thus secured from the weather from above, and placed with her keel one foot above high water mark, may be perfectly drained, and rendered as safe against decay as the internal timbers of a house." In order to get rid of the foul air which is the most rapid cause of rot, and also perfectly to drain the vessel, it may be necessary on laying them up to take off one streak on each side, on each floor below the gun deck from stem to stern. In this dock a vessel may be built and repaired at leisure, a single vessel may be docked for repair between the dry dock and the locks, without filling the dry docks.

The naval arsenal as appears by the drawing hereto annexed, is to be so constructed as to admit the free passage of the air from every quarter. It was essential that it should be permanent in its mode of construction and secure from fire. The walls are therefore of solid masonry. For so extensive a span without a pillar, no better roof could be adopted than that recommended by the president, and of which he has furnished me with the model, namely, that of the Hal au bled, or corn market at Paris; and of incombustible roofs, that covered with painted or varnished sheet iron, is certainly the cheapest, and I think the best. The drawings and estimates are therefore calculated for such a building and roof. As to the ornamental parts of the design, they are not included in the estimate, nor are they within the compass of the arts in America at present.

III. *The means of supplying the dock with water.*

In the letter of the president to me, two modes of supplying the dock with water were submitted to examination. I. From the Potomak canal. 2. From the Tiber.

1. There cannot be one moment's hesitation as to the abstract merits of each of these methods of supply. The Potomak canal may be brought by continuation from the locks at the little falls through Georgetown to Rockey creek, and thro' the city to the navy yard. This canal would not only fill all the works in twelve hours, but convey to the navy yard all the timber, stores and provisions which the whole range of the upper navigation of the Potomak could supply, comprehending not only a great part of Virginia and Maryland, but also a very considerable portion of the most fertile western counties of Pennsylvania. To this part of the subject I have paid particular attention, and have fully digested a plan which appears to me the best and perhaps under all the circumstances of the property and the levels of the ground in the city, the only feasible means of accomplishing such a navigation. Being however instructed by the president to separate the consideration of this project from my present report, on account of its large expence, I will only mention here, that the plan of a company either by way of extension of the old Potomak canal company, or of a new company for this separate object has been suggested, which if formed under the sanction of the legislature, would give to the nation all its advantages both as to the docks and the supply of stores on no worse terms than those on which the private citizens would obtain its commercial facilities.

2. The Tiber.

Captain Tingey and Mr. King, by your orders have measured and levelled the ground between the hill on the Tiber which belonged to the late Mr Notley Young, and also between the spring known by the name of Stoddert's spring and the navy yard. I have proceeded in my calculations of the expence of bringing the water of the Tiber to the navy yard, upon their survey. The correctness and fidelity of Mr. King, as a surveyor, are well known and may always be depended upon. I have also carefully gone over the ground with a view to its quality, and to the best line of conducting the water. Nothing can be more easily effected than the canals, the whole of the ground being remarkably easy to be dug. At the navy yard however, no more than a head of twenty-four feet above high water is wanted, while the head of water of Young's mill is forty-six feet seven inches, and the level of Stoddert's spring is thirty-two feet, three inches above high water. This difference of elevation while it offers the advantage of large reservoirs to contain a sufficient quantity of water to fill the docks rapidly, renders it necessary to construct works of some expence to hold up and discharge the water in such a manner that it shall not destroy the banks of the canal by its rapidity, and fill the docks with the earth and sand brought down by the stream. For this reason a dam weir and sluice at Young's mill must be built. The sluice to discharge the water from the reservoir in order to cleanse it, the weir to prevent injury to the works in time of heavy rains, and the dam to hold up a considerable body of water at all times. The works at Young's mill must be so constructed as to lower the water at once to the level of Stoddert's spring by means of a sluice which shall be capable of being so regulated as to keep a constant slow stream in the canal to prevent stagnation or to discharge into it the whole of the water necessary to keep the canal full, when the sluice which fills the dock shall be drawn. The reservoir on the Piney branch must be nearly on a level with Stoddert's spring, below which, on the most convenient place another weir and sluice must be erected to lower the water to the canal which supplies the dock. The last sluice must be at the dock itself, where no weir is required, as it will be constantly under inspection. The whole quantity of water required to fill the works at the dock is 3,515,200 cubic feet. If the quantity of water yielded by the Tiber and Stoddert's spring at the time of captain Tingey's survey, (see his report) were not made to accumulate in reservoirs, it would require a month (29 days) to fill the dock and locks, allowing nothing for evaporation and soakage, for the joint streams yield only 125,088 cubic feet in 24 hours. But by collecting the water at Young's mill and in the reservoir on the Piney branch of the Tiber, and by making the canal of large dimentions as proposed, namely, sixteen feet on the surface, six at the bottom, and three feet deep, the works may be completely filled in three days.

The expence of these works is annexed in estimate No. 2.

IV. *The time of completing the works.*

Should the works be undertaken immediately, while the very numerous, skilful and experienced workmen, who have been collected, and in part educated in the execution of large and difficult works, as the Pennsylvania bank and the works for supplying the city of Philadelphia with water, are within reach, I have not the smallest doubt that the assistance of those collected in the city of Washington, and in a tolerable favorable season, a frigate may ascend the locks and be placed above high water mark before the end of the year 1803, and that the naval arsenal may be completed before the end of the year 1804. The supply by means of the Tiber, may probably be effected in the year 1803, but if not, the *locks* only may be filled in December, 1803, by means of the pumps employed in their erection, in three days. The Potomak canal could not be completed before the end of the year 1805, but would by that time, with tolerable seasons, discharge itself into the dock.

I need not mention to you, sir, that the operations of the ensuing year depend in a great measure upon very active preparations before the first of March, by that time every good workman has usually planned and engaged in the employment of the season.

In respect to the estimates I must beg leave to remark, that as to the rate of charge for materials and workmanship, they are founded upon the experience of expence in works in Philadelphia, the nature of which is similar, and as far as they are designated and described in the drawings, I trust that no material difference will arise. There are, however, two points of expence upon which I must make an observation. The first is, the price to be paid for land, on which it is impossible to be at present informed, and in which it is easy to commit a mistake; the other is the uncertainty of the foundations below the bed of the harbor, for though there is no indication of a failure of solid foundation at the place at which the lower lock chamber is proposed to be founded, yet as the rest of the bed of the river is muddy, it is possible that mud may be found below the gravel in which case piling to the extent of perhaps 10,000 dollars may be necessary.

With these observations I submit to you the result of my attention to your instructions, and hold myself in readiness to offer such additional information and explanations as you may please to command.

I am, with true respect,
Your faithful humble servant,
(Signed) B. H. LATROBE.

Washington, Dec. 4, 1802.

[*To be continued.*]

PHILADELPHIA, January 8.

It is said that the governor of Louisiana, in his answer to gov. Claiborne, so far from reprobating the conduct of the Intendant of New-Orleans, undertakes to defend it. This answer, it is supposed, formed the subject of the president's late confidential message to congress.

Extract from an officer of the government at Washington, to a gentleman in this city, dated January 3.

"So much of the president's message relative to New-Orleans has transpired, as to give a favorable expectation that the government of Spain has not authorised the late proceedings at that port, and that probably in a little time the same will be opened to us agreeably to treaty."

Extract from London, October 30, 1802.

"Yesterday a rumor was prevalent, that dispatches had been forwarded to the British minister at Vienna, instructing him to try to prevail on the emperor to renew the war, in consequence of the resistance made by the people of Switzerland against the French party in that country. However little credit might be due to the report, it had a material effect on the stocks, which fell near two per cent. The public mind of this country appears to be in a very unsettled state, owing to the procrastination in settling the commercial treaty, and the delay in the arrival of the ambassador from France. The English travellers who return from France, bring back very different accounts of that country. Some are disgusted, and say that all is insipidity and uninteresting: Others return in raptures with every thing they have seen, bringing in their pockets Louis D'ors and Crowns to show their countrymen that gold and silver is the only medium used in France, while England is so inundated with a paper currency that it is rare to see any coins above the worn out shillings and six pences."

Extract of a letter from a gentleman residing in Cape-Francois, to his correspondent in this city, dated December 20th, 1802.

"Our situation here has for a long time indeed been very precarious, so much so, that about the middle of October last, the evacuation of the Cape, and with that of the whole island, was considered as inevitable—every article belonging to government had already been shipped, and had the brigands succeeded in carrying their point, even our lives would have been greatly endangered; but thanks to Providence, whose hand directs every thing, and whose kindness averted this danger from our heads, the brigands after repeated attacks on this place, every one of which resulted to their great loss, were obliged to retreat into the mountains, and we now again enjoy perfect tranquility. Ever since the death of general Leclerc and from the moment that general Rochambeau succeeded to his place, every thing has taken a different aspect, and we may now look with the fairest hopes for the future.

In virtue of a proclamation issued yesterday by general Rochambeau, the arret of September last is revoked, and the importation of dry goods again permitted: I lose no time in communicating to you this important change in our commerce, as it may perhaps induce you to a shipment of some India goods, which I am confident will answer very well. It is impossible for me at this moment to ascertain the prices of the different articles, as business is but just beginning to take, however, we are in daily expectation of very numerous forces from France, and on their arrival affairs it is believed, will become very brisk."

HAGERSTOWN, January 5.

FIRE!

On the 3d instant, between the hours of 12 and 1, P. M. the citizens of this place were alarmed by the cry of fire; it broke out in the upper story of the back building of the house occupied by Mr. George Price—a few minutes after it was discovered it burst through the roof with tremendous violence, and enveloped the whole back building in flames. The fire progressed to the large dwelling house, and instantly the whole upper part was in a blaze. The scene now became dreadfully awful, threatening destruction to that whole side of the street—notwithstanding the active exertions of the citizens and the incessant playing of the engines, the back buildings, in which the fire originated, and the greater part of the dwelling house burnt down—with great difficulty the houses belonging to Mr. Furguson and Mr. Hager were saved; that owned by Mr. Hager sustained considerable damage, great praise is due to the citizens, and particularly to the ladies of this place, for their exertions; numbers of the latter to their great credit, were observed the whole time, mixed in the ranks, and handing buckets to the tops of the houses. Owing to the quantity of snow which had fallen the preceeding evening, and the calmness of the day, the fire was happily got under without doing further damage; and, we are happy to learn, that the furniture, books and papers belonging to William Clagget, esq. the books, papers and principal effects of Mr. Price, and the papers of Mr. Alexander Cooper, were saved.

FEDERAL GAZETTE.

TUESDAY, *January* 11.

The Washington Federalist says, "The debates on the resolution offered by Mr Griswold, calling on the president for information relative to the cession of Louisiana, must excite unusual interest. The free navigation of the Mississippi is of such importance to our western brethren, as to demand the constant and vigilant attention of the government. The conduct of the democratic party in refusing to the legislature and the public, information on this subject, has a very suspicious appearance. They say a republican government should have no secrets, and yet, deny even to the legislature, any information on one of the most important transactions that has ever engaged their attention. Such conduct can admit but of one explanation consistent with their former professions, that it is, for the purpose of screening the president from censure."

Extract of a letter from a member of congress, to a gentleman in this city, dated Washington, January 7, 1803.

"This day the house of representatives determined on a resolution to the following effect, viz. That the house with sensibility have received the information that the navigation of the Mississippi is obstructed by officers of the Spanish government, as secured by solemn treaties—That adhering to pacific measures, relying on the attention and integrity of the executive, are willing to await the issue of negociation; at the same time holding ourselves bound to maintain the boundaries of the United States, and the navigation of the river Mississippi secured to the said states by treaty."

"P. S. The secrecy was this day taken off with respect to the above. It is not verbatim."

From BRYDEN'S *Marine List.*

January 10.

Arrived, the brig Mary, Sellers (late M'Donald, who was lost overboard on the outward passage) in 18 days from Martinique—rum & molasses—G. Wood. Left ship Pamela, Driscoll, of this port, and several others belonging to northern ports, names unknown.

Also, brig Delaware, West, 20 days from St. Croix—sugars R. Oliver & Brothers. Left schooner Ranger, of Wiscasset, put in there from Grenada—captain very ill, and most of his crew dead; sch'r Chance, Little, of New-Haven; brig Ceres, of N. York; brig Jane, of Philadelphia, and a schooner from Wilmington, N. C. just arrived. Dec. 23, in lat. 27, N. long. 72, 40, W. spoke his B. M. ship Tartar, who boarded her and treated her politely. 24th, lat. 22, 40, N. long. 78, 50, W. saw a brig with a signal of distress; hauled to and spoke her; she proved to be the Effequibo, capt. Dolliver, of Bath, from Point Petre (Guadaloupe) 14 days out, bound to Newbern, having nobody on board able to do duty but the captain; the mate being entirely speechless; one man having died the night before; another lying on the deck in fits, and the remainder all down with the yellow fever;—let him have one man, Joseph Lawrence.

Port of Baltimore.

ENTERED,

Brig Mary, Sellers, Martinique
Delaware, West, St. Croix
Schr. Nymph, Hadskis, Aux-Cayes

CLEARED,

Ship Sally, Mull, Amsterdam

☞ The Creditors

Of Mr. Anthony Lamartere are requested to meet To-morrow Evening, at 6 o'clock, at Bryden's inn.

January 11. 2t

Sale by Auction.

Just arrived from Martinique, and will be added to my sales on THURSDAY, the 13th instant, at the vendue warehouse, at the corner of Second and Frederick-streets,

100 hhds. of the first quality molasses
12 puncheons rum, and
30 hhds. sugar.

T. YATES, Auct'r.

January 11.

A quantity of Liverpool Coal

For sale at No. 46, Pitt-street, Fell's Point.

January 11. d3t

Imported

In the ship Association, captain James Knight,

Holland GIN in pipes, 2d proof, for sale by the subscriber, at the upper end of Baltimore-street.

JOHN WILSON.

January 11. d3t||

Doctor Smyth,

LATE OF KENT COUNTY,

Offers his services to the inhabitants of Baltimore—Has taken a shop in South-street, No. 24, adjoining Mr. William Hollins's office.

January 11. eo3t||

For Cape Francois,



The fast-sailing Brig
VIPER,
Charles Chamberland, master;
Will be ready to receive a cargo in a few days. Apply to
VON KAPFF & BRUNE,
or F. C. BERTHEAU.

January 11. eo3t

TO LET,

On shares, or an annual rent,

A small FARM,

About two miles and an half from Baltimore, and nearly adjoining the Reister's-town turnpike road.

THERE is on the said farm, 20 acres of meadow, with 50 acres of cleared land, also a good farm house, barn, stables, hen-house and dairy. Further particulars are unnecessary, as those who wish to rent, may obtain the proper information from the proprietor.

NICHOLAS ROGERS.

January 11. co1m

District of Maryland,

Supervisor's Office, January 10th, 1803.

FOR reasons arising from a desire to ensure the greatest possible degree of uniformity and of justice in the conduct of those sales of land (for payment of direct taxes remaining due thereon) which by a public notification from this office, dated the 13th of July, 1802, it was declared were to be held, at certain places therein specified, on the 17th day of the present month, the commencement of the said sales is postponed until Tuesday the first day of February next, of which notice is hereby given, as well for the information of the proprietors of lands so circumstanced, as for the government of those collectors who may not receive, in time, the communication made to them through the ordinary channel on this subject.

JOHN KILTY,
Supervisor for the district of Maryland.

d3t

Seventy Dollars Reward.

RAN-AWAY from the subscriber, ten or 12 miles from Hancock-town, on the Potomak, on the night of the 14th of December last, two negro men, slaves: SAUL is about 5 feet 5 inches high, of a yellow negro or a dark mulatto complexion, about nineteen years of age, bad countenance, heavy eye-brows; some marks about his mouth resembling a burn; has bushy hair; is artful and talkative; calls himself Saul Cornish; purchased by me from doctor Daniel Sullivan, of New-Market, Dorset county, Eastern Shore, Maryland. Had on a drab colored great coat, a blue top jacket, and blue trousers.

BEN is about five feet six inches high; has a good countenance, and is a bright mulatto; about twenty years of age: stout made: has worked at the carpenter's business—purchased for me on the 2d December last, by John Enser, from Barnett Johnson, near Peach Bottom Ferry, not far from Baltimore; where, probably, he will lurk. Ben had on a blue top jacket and trousers.

Forty dollars reward for Ben, and thirty dollars for Saul, will be given by my attornies, Messrs. Macdonald and Ridgely, of Baltimore, on the said slaves being lodged in Annapolis or Baltimore jail, or otherwise secured, so that my attornies can sell or dispose of them.

RICHARD BUTLER.

January 11. 2aw2m