

## DAILY JOURNAL.

A. H. SANDERS, EDITOR.

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CITY OF EVANSVILLE.

FRIDAY MORNING, APRIL 7.

NAVAL STRENGTH OF THE UNITED STATES.

Lieut. Maxwell Woodhull, in a communication recently published in the National Democrat, furnishes to the world a volume of valuable information upon the condition of our navy, and draws some startling contrasts between its relative strength as compared with several of the larger European powers. We confess our astonishment, as we venture the large mass of community will, at the great disparity and inferiority of our navy when compared with that of the leading nations of Europe. We would invite the serious attention of every reader to the extraordinary table subjoined. It will be seen that we have but one war vessel where the Dutch have two, where the Russians have three, where the French have ten, and the English nineteen.

England 667 war vessels with 17330 guns. France 323 do 7144 do Russia 170 do 5596 do Holland 102 do 2319 do U. S. 69 do 2029 do

Does our navy in the foregoing table look as if it were the navy of the "first commercial nation in the world?"

It has been the boast of our statesmen, that "our commerce extended to every sea," and while it shows a greater aggregate tonnage than any other nation on the globe, and our merchant ships and traders are engaged in commerce with every nation, civilized and savage, we have but a mere apology of a navy to protect either our flag from the assaults of neighboring nations, or our commerce from molestation and destruction.

The writer of the communication alluded to above, demonstrates that our commerce, our merchant marine, including the coastwise and lake trade, exceeds by considerably that of any other nation, and adds: "Mainly, our foreign commerce has been protected by the navies of England and France, which have, for years, constituted the principal police of the seas, and they have dispersed the freebooters and pirates, who otherwise would have infested all oceans, and preyed upon the commerce of all nations."

According to a memorial, sent to Congress last year, by Mr. William Besche, of Philadelphia, the commercial tonnage of England, June 30, 1850, stood as follows: 3,130,000.—That of the United States, June 30, 1850, is estimated at 3,681,469 tons. If this statement be correct, it shows that the United States may justly be termed the first commercial nation in the world.

Another important view taken by Lieut. Woodhull, of our naval deficiency, is that too large a portion of our naval commanders are too old for active service, not only physically inactive, but imbued with all their old fashioned notions and prejudices sternly set against all modern improvements and innovations, while war in the future can be imagined most readily. Our naval strength has fallen off in four years more than the late appropriation by Congress proposes to supply, yet that body, whose imperative duty it is to keep a vigilant eye to the protection of our commerce, and keep untarnished our national honor, and "prepare for war in time of peace," hesitatingly authorizes the construction of only six frigates. The following concluding paragraph of Lieut. Woodhull's article is full of meaning, and should be maturely considered by all who are anxious for some healthy improvements in the present condition of our navy.

The Turkish war, it is believed, will involve all Europe. The great belligerents will not long respect neutral rights. The trouble of 1806 which produced the war of 1812, may speedily recur. Neutrals not prepared to resent insult cannot hope to be respected. The navy is not as effective in ships, guns, seamen, or its organization, as the times require. The times, too, have changed. Embargoes and non-intercourse will now be of no avail. It therefore becomes the people to avenge from their lethargy.—Put the nation, its navy and its defences in a position consistent with its importance. These are the truths. Read, reflect and act, so that when the storm comes our government may be found "Semper paratus."

A CASE OF CONSCIENCE.

Mr. John S. Hopkins, an old merchant of this city as well as present Mayor, received a letter a few days since from Galena, Ill.—The letters composing the few words, instead of being written, had been cut from papers or books, and combined so as to form the words desired, and ran as follows:

PENITENT.

Enclosed were twenty dollars! Mr. Hopkins has not the slightest knowledge of who the penitent is, or what was the property stolen, but the person has secured his forgiveness. Such cases of awakened conscience will, we hope, be more frequent. Mr. Hopkins says he will allow fifty per cent premium on all similar cases, so far as he is concerned.

A boat containing three dead men, supposed to be Milwaukee fishermen, was found on the lake shore eight miles west of Michigan city, on the 31st ult.

### MARINE HOSPITAL AT EVANSVILLE.

The U. S. Senate, on Friday, passed the deficiency bill. Among the appropriations which it makes are—for the custom-house at Louisville and Cincinnati, \$40,000 each, and for that in St. Louis, \$100,000. These appropriations were inserted on the motion of Mr. Thompson, of Kentucky.

The bill also appropriates \$12,000 for the completion of the Marine Hospital in Louisville, \$5,000 for that at Paducah, and \$3,000 for that at Evansville.

It contains besides an appropriation of \$40,000 for completing the survey of the route for a Pacific railroad.

We are glad to learn that even \$3,000 has been obtained for the Hospital at Evansville. Our Representative no doubt has placed us under great obligations in this matter. Louisville gets \$12,000, Paducah \$5,000, and Evansville \$3,000! Smallest favors thankfully received, however. All right! The work on the Hospital appears getting along but slowly, and probably this had something to do with the smallness of the present appropriation.

JOHN E. TAYLOR.

Capt. Clarkson Start brought down to the Canal Wharf a couple days ago, the best canal freight boat that has yet visited our city. It was built at Evansville by Capt. Webber, and is the finest boat he ever turned out.

She is built in the most substantial manner, of well seasoned and sound timber, and combines the ornamental with the useful better than any freight boat we ever saw. Her dimensions are 80 by 15 $\frac{1}{2}$  feet. Her model is very fine, and on the water she looks like a fancy packet. The finish of her cabin, cook house, &c. in the rear, would be creditable indeed to the finest packets. She is under command of Capt. C. Start, her owner, formerly of the Lewis Howes. He has the confidence of those who have known him, and will be enabled to secure for his boat, we are sure, a large share of patronage. He has named this fine vessel John E. Taylor, and if that name don't make her popular, then truly there's nothing in a name. The John E. Taylor will leave Evansville to-morrow for Maysville. Shippers would do well to avail themselves of this boat. We will warrant her engines to be in excellent condition. The canal will be in good navigable order to Maysville by Saturday, and shippers need not fear detention.

ANOTHER STATE HAS SPOKEN.—The Connecticut election held last week for Governor and Legislature, and one or two Congressmen, has resulted triumphantly for the Whigs. It will be recollected that the Nebraska bill was fairly and openly an issue before the people; also whether or not the administration should be sustained in its present position. A dispatch from New York dated April 4th says that the returns so far as heard from indicate the entire route of the administration. The final result in New York will be known in a day or two, when we shall have the pleasure of adding that State to the anti-administration pyramid.—

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