

HARLAEM RIVER NAVIGATION.—Unable ourselves to participate in the delightful excursion, of which some account is given below, we are indebted to the friend who has furnished us with such a vivid description:

"On Saturday last, the Corporation of this city, with several other guests, agreeably to the invitation of the *Harlaem River Canal Company*, embarked on board the steamer *Thames*, Capt. *Stoddard*, at the dock near the new bridge at Harlaem, for an excursion on the river, with a view to examine its capacity for purposes of navigation. The weather was delightful, and to many of the party, the shores presenting numerous desirable locations for private residences, and admirable sites for manufactories, for an extent of six miles on each side, had hitherto been an unknown region. Passing through the ample draw of the new bridge, and over Macomb's Dam, (where the obstruction was, a few weeks since, partially removed,) the steamer proceeded to Fordham Bridge, near the junction of the Harlaem River with the Spuytenduyvil Creek. The company here landed, and examined the place where it is proposed to form the communication between the Harlaem and Hudson Rivers. The water now flows here through from river to river, by means of a canal constructed for the marble quarries. A cutting of 300 yards, which, as has been observed, is partially made, would be sufficient to render our Island, as Nature made it, circumnavigable. The natural passage was by the Spuytenduyvil Creek, through which sloops, schooners and pettiangers were in the habit of sailing from the earliest settlement of the colony, until it was closed by the erection of a mill, several years since, in the midst of the channel, under an illegal grant from the Corporation. This grant, however, required a passage of fifteen feet to be kept unobstructed—a condition that has been wholly neglected, and as the mill for the last dozen years, at least, has been without any occupant, it has constituted a public nuisance in the highway, without being productive to any human being whatever. The Spuytenduyvil has even continued navigable from its mouth to this mill, which will of course, be removed, whenever proper attention is directed to it, as an illegal obstruction. But instead of using this passage in order to avoid the delays from the meanderings of the Spuytenduyvil, it is it is proposed to make the cut above referred to; and for that purpose, a Company has been incorporated by the Legislature, in the absence of any action on the part of the municipal authorities, or of the National Government, to whom the clearing out of the channel appropriately belongs, and for which the receipt of a few days' duties at our Custom House would suffice. Our port is, however, in this, as in other cases, neglected, while vastly greater sums are lavished on the most insignificant harbors of other States. The whole expense of clearing all the obstructions in the River, and making a canal, as contemplated, from near the Fordham Bridge to the mouth of the Spuytenduyvil Creek on the Hudson River, 80 feet wide by 14 in depth, has been computed by Gen. Swift, Judge Wright, Major McNeill, and Mr. Schaeffer, who successively surveyed it, (the latter for the city,) at a sum not exceeding \$80,000. If undertaken by individuals, such, as soon as it is completed, must be the amount of the lumber business, and of the lake and canal tonnage, augmented as it will be by the enlargement of the Erie Canal, that will congregate in the Harlaem River, that the tolls for passing the proposed canal can scarcely fail to render the stock one of the most lucrative investments in the country.

On her return, the boat, after passing the ancient dock of the town of Westchester or Berrian's landing, stopped opposite the proposed crossing of the Croton Aqueduct, and as a buoy had been placed in the river, to indicate the opening, graciously vouchsafed to be left by the Water Commissioners, Mr. Lewis G. Morris, in a few pertinent remarks, called the attention of the company to the fact, that the river, at that place, was 620 feet wide, and the channel 300 feet wide, with an average depth of fifteen feet at low water—that it was proposed to dam up the channel entirely, to close the river from the Westchester shore to within 120 feet of the New York side, where the water was only two feet at low tide. Over this opening, it was intended to throw an arch, the extreme height of which would be but 65 feet. After adverting to the fact, that the current thus created would, of itself, destroy the navigation even, if the water should scoop out a new channel, he stated that he had now two sloops employed on the river, which, though but of 35 tons, had masts exceeding 65 feet, and that the masts of the ordinary North River sloops, which, before Macomb's dam was built, navigated the Harlaem, were from 90 to 100 feet. On reaching Macomb's Dam, the party disembarked, there being no draw or lock whatever there, as required even by the grant, the validity of which is contested; and the partial removal of the obstacles, which has as yet taken place, only permits the passage of vessels at high water, though the natural channel is from three to four fathoms deep at low tide.

At the dinner at the Harlaem River House, the President, the Hon. Richard Riker, prefaced his toast by a statement of the advantages contemplated by the improvement of the Harlaem River—an arm of the Sea, which what he had been conversant for more than half a century—having, long before either Macomb's Dam or the Mill at Spuytenduyvil Creek existed, circumnavigated the island. He had ever looked upon the Harlaem River as one of the most important portions of the navigable waters of our city—the insular position of which rendered New York the first place for commerce in the Universe; and he had no doubt that within twenty years, its banks would be covered with extensive manufactories and the dwellings of artisans. Besides the facilities which it would afford for the lumber trade and the lake and canal tonnage, he remarked that there were no adequate docks elsewhere for that branch of navigation, which the last year had brought into existence; there were no quays or basins on either of our other rivers, affording sufficient room for steamers such as the *British Queen* and the other vessels of that description destined to be employed in the Atlantic Navigation. On the East River, the character of the shores, after leaver Kip's Bay or Turtle Bay, forbid their establishment, and the inhospitable character of the North River side during the winter was well understood. It was only in the Harlaem River, that the requisite protection could be obtained. He animadverted, in just terms of indignation, at the suicidal policy of the Water Commissioners, which had for its proposed object a miserable parsimony, and which, indeed, could only be productive an imaginary economy, inasmuch as the water rights to be destroyed, and for which full compensation must be awarded to the owners of the adjacent lands, would exceed many times the difference of cost between the high and low bridge; while their plan would unnecessarily destroy natural advantages, not inferior in importance even to those anticipated from the Croton Aqueduct itself. Fortunately, however, it was not necessary to bring these two measures into competition. There was an obvious way of securing the one, without jeopardizing the other. The President further observed, that he himself was no otherwise interested in maintaining our navigable rights, than every other citizen of this great emporium;—he had no property in the immediate vicinity, or likely to be benefited by the improvement of the Harlaem River. He had, however, the satisfaction to announce, that gentlemen of enterprize and of acknowledged intelligence and capital, were pre-

pared, as well to carry into effect the improvements that they had that day been contemplating, as to protect their rights against any aggression, from whatever source it might proceed. He added that, however vexatious the efforts might be to destroy what Nature had vouchsafed to us, he had full confidence in the municipal authorities of the city, who had already resolved that the waters around New-York should be preserved unimpaired, for the purposes of commerce, while one branch of the Common Council had even determined to sanction no appropriations for the low bridge. He had, moreover, in the last resort, perfect reliance on that Judiciary of the Union, to which, under the constitution, is confided the protection of those rights of commerce and navigation, of which, for the benefit of all the citizens of the United States, the Federal Government is made the depository. In conclusion, he gave—

"The circumnavigation of the island of New York, derived from the God of Nature,—may it never be interfered with by any rude hand."

Mr. Charles Henry Hall, who officiated as Vice President, in the remarks with which he introduced his toast, particularly referred to the advantages which the Harlaem River presented over all other sites that had been suggested for a naval depot; and he adduced several statistical details, establishing this position in the strongest light.

Sentiments approving the objects of the company, and of their design to protect and improve our navigable waters, were given by Mr. Benson, the President of the Board of Aldermen, and several other members of the Common Council, the Recorder of the city, Chief Justice Jones, Hon. Philp Hone, Hon. Gideon Lee, Mr. Morris, of Westchester, Mr. Bruen, Col. Stone, Mr. Brooks and others. In the course of the evening, a well merited compliment to which he responded in appropriate terms, was paid to Major Douglass, the first Chief Engineer of the Croton Aqueduct, whose plans, (though the honor and pecuniary profit of them have been reaped by others,) have hitherto been implicitly followed, and who, in the crossing of the Harlaem River, proposed such a course, as, while it secured to New-York, at no greater expense than it is now intended to incur for the low bridge, a plentiful supply of pure and wholesome water, respected the inviolable rights of commerce and navigation."

[From the Army and Chronicle.]

ARMY.

War Department,
ADJUTANT GENERAL'S OFFICE,
WASHINGTON, 1st Nov., 1838.

GENERAL ORDERS, No. 46.

1. Promotions and appointments in the Army of the United States since the publication of the Army Register of September 1st, 1838.

First Regiment of Artillery.

Sec. Lt. Joseph Hooker, to be 1st Lt., 1st Nov. 1838, vice Watson, res'd.

Second Regiment of Artillery.

Bt. Col. James Bankhead, Lt. Col., 4th Art'y, to be Col., 16th September, 1838, vice Lindsay, dec'd.

First Lt. Michael M. Clark, to be Capt., 16th Sept., 1838, vice Belton, promoted.

Sec. Lt. Edward D. Townsend, to be First Lt., 16th Sept., 1838, vice Clark, promoted.

Fourth Regiment of Artillery.

Bvt. Lt. Col. Alexander C. W. Fanning, Maj., to be Lt. Col. 16th Sept., 1838, vice Bankhead, promoted.

Capt. Francis S. Belton, 2d Art'y, to be Maj. 16th Sept., 1838, vice Fanning, promoted.

First Regiment of Infantry.

Frederick H. Masten, of N. Y., to be Sec. Lt., 25th Sept., 1838.

William W. Paw, of Pa., to be Sec. Lt., 5th Oct., 1838.

Second Regiment of Infantry.

Christopher S. Lovell, of S. C., to be Sec. Lt., 1st Aug., 1838.

E. W. Hardenbergh, of N. Y., to be Sec. Lt., 18th Sept., 1838.

Third Regiment of Infantry.

Bvt. Maj. Henry Wilson, Capt. 4th Inf'y, to be Maj. 1st Nov., 1838, vice Young, resigned.

Sec. Lt. Joseph H. Eaton, to be First Lt., 3d Sept., 1838, vice Cutts, dec'd.

S. D. Dobbins, of Pa., to be Sec. Lt., 29th Sept. 1838.

John B. Peyton, of Md, to be Sec. Lt., 1st Oct., 1838.

Thomas B. Glen, of Ga., to be Sec. Lt., 15th Oct., 1838.

Fourth Regiment of Infantry.

Fst. Lt. Robert C. Buchanan, to be Capt., 1st Nov., 1838, vice Wilson, promoted.

Sec. Lt. Henry Prince, to be Fst. Lt., 7th July, 1838, vice Reeve, appointed in the 8th infantry.

Sec. Lt. Stephen T. Tibbatts, to be Fst. Lt., 1st Nov., 1838, vice Buchanan, promoted.

Richard E. Cochran, of Del., to be Sec. Lt., 18th Sept. 1838.

Theodoric H. Porter, of Pa., to be Sec. Lt., 5th Oct. 1838.

Edward G. Elliott, of the Dis. of Col., to be Sec. Lt., 1st Nov. 1838.

Fifth Regiment of Infantry.

Sec. Lt., William M. D. McKissack, to be First Lt., 1st Oct. 1838, vice Davis, resigned.

Sixth Regiment of Infantry.

Sec. Lt., John C. Fletcher, to be Fst. Lt., 1st Nov. 1838, vice Walker resigned.

Andrew J. Field, of N. Y., to be Sec. Lt., 1st Aug. 1838, to rank next above Lieutenant Edes, (No. 8 being his true position on the Army Register of the 1st Sept.)

James Belger, Sg. Maj., to be Sec. Lt., 15th Oct. 1838.

Rensselaer W. Foote, of N. J., to be Sec. Lt., 1st Nov. 1838.

Seventh Regiment of Infantry.

Charles Hanson, of the Dis. of Col., to be Sec. Lt., 6th Sept. 1838.

William B. Greene, of Mass., to be Sec. Lt., 6th Oct. 1838.

Eighth Regiment of Infantry.

Fst. Lt. Isaac V. D. Re ve, of the 4th Inf'y., to be Fst. Lt., 7th July, 1838, vice Davess, declined.

Sec. Lt. John M. Harvie, to be Fst. Lt., 7th July, 1838, vice Whipple, declined, who reverts to his former Reg., the 5th Infantry, as Sec. Lt.

Arthur T. Lee, of Pa., to be Sec. Lt., 8th Oct. 1838.

Quartermaster's Department.

John M. Washington, Cap. of the 4th Artil., to be Ass't. Quartermaster, 7th July, 1838.

Samuel B. Dusenbury, Capt. of the 4th Artil., to be Ass't. Quartermaster, 7th July, 1838.

II—CASUALTIES, (7.)

RESIGNATIONS, (4.)

Major, (1.)

Nathaniel Young, 3d Inf., 31st Oct. 1838.

First Lieutenants, (3.)

George Watson, 1st Artil., 31st Oct. 1838.

Camillus C. Daveiss, 5th Inf., 30th Sept. 1838.

William H. T. Walker, 6th Inf., 31st Oct. 1838.

Deaths, (3.)

Col. William Lindsay, Sec. Artil., at Huntsville, Ala., 15th Sept. 1838.

First Lieutenant, Thomas Cutts, 3d Inf., at Fort Jesup, La., 3d Sept. 1838.

Ass't Surg. Thomas Lee, at Port Elizabeth, N. J., 6th Sept., 1838.

III—The Officers promoted and appointed will report according to their promotions and appointments, and join their proper regiments, companies, or stations, without delay; those on detached service, or acting under special orders, will report by letter to their respective Colonels.

Capt. Washington, A. Q. M., at his request, will join his company in Florida, for service in the line during active field operations, the ensuing winter; and afterwards, report to the Quartermaster General for duty in his proper department.

By order:

ROGER JONES, Adj't Gen.

Special Orders.

Lieut. J. L. Coburn, 3d Inf'y., assigned to temporary duty in the Adjutant General's Office.

Lieut. J. V. Buford, Appointed Adjutant of the 8th Infantry.

Capt. J. D. Searight, 6th Inf'y., assigned to temporary duty in the office of the Commissary General of Subsistence.

NAVY—Orders.

Oct. 24—P. Mid. L. C. Sartori, Rec'g ship, New York; Boatswain N. Steinboch, do. Norfolk; Ass't Sur. A. J. Wedderburn, Navy Yard, Pensacola.

26—Mid. A. N. Smith, ship Ohio.

27—Lieut. J. H. Ward, Steam-ship Fulton; Mid. E. C. Anderson, C. E. Fleming, and E. E. Rodgers, Rec'g ship, New York; Mid. W. A. McCrohan, Rec'g ship, Boston.

Officers Relieved and Detached.

Oct. 27—Master N. A. Prentiss, from order to