

vided, the whole cost, including hull, armament, engines, boilers and equipment, in all respects complete for service, shall not exceed the average cost of the steamers Missouri and Mississippi, and be it further enacted, that two hundred and fifty thousand dollars (\$250,000), be, and the same is hereby appropriated out of any money in the Treasury not otherwise appropriated toward carrying this law into effect.

(Approved by the President of the United States).

John Tyler.

It may be mentioned that this bill was reported from the Committee of the whole of the House of Representatives, April 7, 1842, at the suggestion of ex-President John Quincy Adams, then a member of the House, who characterized it as "One of pressing emergency." It passed the Senate unanimously, and in the House there were but thirteen dissenting votes.

Upon the passage of the Act, Robert, with the assistance of his brother Edwin, commenced immediately to plan and construct the vessel. He built a dry-dock for it at Hoboken, and proceeded rapidly with the work.

At the date of the passage of this Act of Congress there had been but little change in the power of guns from those used by Nelson at the battle of Trafalgar in 1805, or on our frigates in the war of 1812. But when Commodore R. F. Stockton after the failure of his first gun, February 28, 1844, succeeded in having constructed in England, a wrought iron gun throwing a round shot, that pierced a target 4 1-2 inches thick, Robert Stevens altered his plans, increasing the thickness of the armor, and the size of the vessel that he had contracted to build "shot and shell proof," and then began in the great navies of the world, the long drawn out battle between gun and armor, a con-