

*List of papers accompanying the report of the Secretary of the Navy,
November 30, 1850.*

- A. Report of Professor Charles G. Page relative to his experiments "for testing the capacity and usefulness of the electro-magnetic power as a mechanical agent."
- B. List of deaths, resignations, and dismissions in the navy, since last report.
- C. Letters of Commodore M. C. Perry; war steamers.
 - 1. Detailed estimates for the office of the Secretary of the Navy and the several bureaus of the Navy Department, together with the report of Lieutenant C. H. Davis relative to the preparation of the Nautical Almanac for publication, under his superintendence.
 - 2. Report and detailed estimates from the Bureau of Construction, Equipment, and Repair.
 - 3. Report and detailed estimates from the Bureau of Ordnance and Hydrography, including the hydrographic office and Naval Academy.
 - 4. Report and detailed estimates from the Bureau of Navy Yards and Docks.
 - 5. Report and detailed estimates from the Bureau of Provisions and Clothing.
 - 6. Report and detailed estimates from the Bureau of Medicine and Surgery.
 - 7. Report of the commandant of the marine corps, and detailed estimates from the paymasters and quartermasters of the corps.
 - 8. Aggregate of estimates.
 - 9. General estimate, office of the Secretary of the Navy and the several bureaus of the Navy Department.
 - 10. General estimate, southwest Executive building.
 - 11. General estimate for the support of the navy.
 - 12. General estimate for the support of the marine corps.
 - 13. General estimate for special objects under the control of the Navy Department.
 - 14. Statement of the expenditures under the head of contingent expenses, as settled and allowed at the office of the Fourth Auditor of the Treasury Department, for the year ending 30th June, 1850.
 - 15. Statement of the appropriations for the naval service, viz: balances on hand on the 1st July, 1849; appropriations for the fiscal year 1849-'50; amounts drawn from the treasury during that fiscal year, and balances on hand on the 30th June, 1850.

A.

WASHINGTON, D. C., *November 12, 1850.*

SIR: In compliance with your request to report to you the progress made in my experiments upon electro-magnetic power, under the act of Congress approved March 3, 1849, appropriating \$20,000 for the same, I have the honor to refer to the following summary, which embraces the principal features and results of experiments up to the 1st of July, 1850. Since that time I have been chiefly engaged in preparing for a trial upon a railroad with a locomotive propelled by electro-magnetic power, and confidently expect, now, that this important experiment will be essayed in the early part of the month of January next. For the locomotive two entirely new engines will be required, which, together with the batteries, will consume the whole of the balance of the appropriation remaining on the 1st of July, 1850.

It is calculated that the locomotive will have from fifteen to twenty horse-power, and that the first cost will be less and the current expense not greater than a steam locomotive of equal power.

I have the honor to be, very respectfully, yours,
CHAS. G. PAGE.

HON. WM. A. GRAHAM,
Secretary of the Navy.

WASHINGTON, D. C., *August 30, 1850.*

SIR: In compliance with your request, I have the honor to report to you the progress made in my experiments under the act of March 3, 1849, appropriating \$20,000 for "testing the capacity and usefulness of the electro-magnetic power as a mechanical agent for the purposes of locomotion and navigation, and the probable cost of using the same."

A schedule of expenditures incurred up to this date, amounting to \$12,667 28, is herewith annexed, by which it will appear that considerable more than one-third of the appropriation remains yet unexpended. Outstanding bills remain, amounting to about \$1,000, most of which is charged at the navy yard for material, which, when deducted, will leave about one-third of the appropriation for further prosecution of the experiment.

From the brief time allowed, it will be impossible for me to do more in this report than to give an outline of the experiments which I have repeated and recorded during the past year. Their full detail and explanation will form a volume replete with interesting scientific matter, and require much time and labor.

The first principal experiments were made with a small trial engine, built expressly for the purpose, and with the utmost care in reference to mechanical accuracy. Attached to this was a dynamometer of new construction and admirably adapted to the purpose. This was invented by my principal engineer, and measured, in a most satisfactory manner, the dynamic power of the engine at any given velocity—a great desideratum in estimating this new power. With this trial engine the following important questions were tested:

1. The dynamic values of different qualities of soft iron.
2. The dynamic values of steel, hard and soft.
3. The dynamic value of cast iron.

The statical values of all these varieties were tested by a separate apparatus, constructed for the purpose, called the axial galvanometer. Twelve varieties in all were tested, and were in bars of uniform size—one foot in length, and one inch in diameter; and it was found that the statical and dynamic properties corresponded.

4. The proportions of the helices were approximately tested, though much remains unsettled yet upon this important point.

5. The advantage of keeping up the magnetism on the axial bar was most satisfactorily tested.

6. Various modes were tried of reversing the motion of the engine, and with success.

7. Various kinds of cut-off (which is the most critical and important point in the construction of the engine) were tried.

8. The operation of closed circuits and secondary currents was tested by a number of experiments requiring great care and accuracy.

9. The best working velocity of this engine and its absolute power with a given battery were fully tested.

10. The ratio of increase of power with an increase in the quantity of the current.

11. The values of different kinds of metal in forming the cut-off.

12. Various mechanical points of construction supposed to have been incompatible with the exhibition of this power were put to a practical test.

Various other minor points, also, were the subject of experiment, which will be communicated hereafter.

A second model, of small size and somewhat rude construction, was also made, with a view of testing a new arrangement of the axial bars.

Experiments were then commenced upon a large scale, with a view to determine whether the same proportion of power could be obtained from large as from small engines—this being the principal question in view at the time of the grant of the appropriation.

With a view to facilitate the construction of helices of large size, a machine which had long been in contemplation was made, at a considerable expense. The work was done at the navy yard in a creditable manner, and the machine performed its work well—turning out entire helices of copper wire of large size from straight bars; but, before I had proceeded far, a discovery was made, in reference to the helix, which rendered the machine useless, for the present at least.

A number of large helices were then constructed, of various sizes, and suitable bars of soft iron prepared, corresponding to the helices. Hollow and solid bars were prepared, from two inches to eight inches in diameter, and generally three feet in length; some bars of four and five feet in length were also prepared. The bars were all worked at the navy-yard, and at a considerable expense, as they were required to be of homogeneous metal, accurately turned and bored. With these bars and helices a multitude of experiments were performed and recorded, and these were kept up, day after day, for about two months.

My official duties as examiner in the Patent Office left me only the evening of each day for operation; and, under such circumstances, you

will readily appreciate the difficulties and disadvantages under which I have labored. My own zeal has led me beyond my strength, but I have been richly rewarded by the most flattering results. The experiments here were not such as could be performed upon the laboratory table, but were with large masses of iron, weighing in some cases three hundred pounds, and helices sometimes twice that weight. Adhering to the same size of battery through a long series of experiments, and varying the coils and bars, I found, to my great gratification, that, as I increased the dimensions of each, a corresponding increase of power was exhibited, and the consumption of material or cost of the power in some proportion diminished. These results were encouraging and stimulating in the highest degree, and fully justified the undertaking at once of an engine upon a much larger scale than any hitherto tried. This engine, the frame work of which was principally built at the navy-yard, was an upright engine of two feet stroke; and, in order to have facilities for comparative trials and experiments, it was necessary that a double engine should be made, the two parts exactly corresponding. Two bars of soft iron, six inches in diameter and three feet in length, were the prime movers; and these were balanced by means of connecting-rods and cranks upon a fly-wheel shaft. The balance wheel and shaft, together, weighed six hundred pounds. When this engine was first tried, with the same battery which had before given me one-fifth of a horse-power with smaller engine, it produced only one-third of a horse-power. By careful attention to the adjustment, and particularly to the cut-off, which was a very different thing now from what it had been in the smaller engines, the engine soon yielded one horse-power. Here was a gain of eighty per cent., as measured merely by the size of the battery; but it was much more, for the cost was found to be less for one horse-power than it had been before for one-fifth of a horse power in a smaller engine; how much less, has not yet been ascertained. A great variety of experiments were continued with this engine, to be hereafter detailed, each having a definite object, and, I am happy to say, each resulting advantageously; so that, finally, by little daily increments, I obtained from this engine, by a trifling addition of battery, a full two-horse power. By way of giving a practical character to the engine, it was geared to a circular saw ten inches in diameter, the turning-lathe, and the grindstone of the workshop, all of which it worked simultaneously, as witnessed by a number of visitors; and, if I mistake not, by your predecessor in office, in company with Lieutenant Maury, of the National Observatory.

After many satisfactory trials with this engine, it was taken down, and all its available parts used in the construction of the single horizontal engine, which I had the honor lately to exhibit before the Smithsonian Institution. This change was made for the purpose of dispensing with the dead weight of one of the driving bars, and more particularly for introducing the important feature of keeping up the magnetism of the driving bar. As soon as this new form was completed and tried, a gain of one-half horse power was at once realized; and by the addition of a few more feet of battery surface, the power was found to be above four-horse. Further addition of battery would still augment the power, and I see no reason why ten-horse power might not be obtained from this engine by the addition of more battery; but, whether it would be economical to increase power by this means alone, and to ascertain the point for this

and every other engine, beyond which economy would cease, by increasing the battery alone, are matters to be determined by experiment.

The next most important point to be determined was the expense of this power. Much to my surprise and gratification, the expense was found to be less than the most expensive steam-engines, although recently, in Europe, it has been decided by experimenters and men of science, and generally conceded, that it was fifty times the cost of the dearest steam-engines. It is still, however, considerably dearer than the cheaper sort of steam-engines; but this is no obstacle to its introduction, considering its immense advantages in other respects. Moreover, if thus much has been done in the very inception of this undertaking, what may we not reasonably expect from its further prosecution?

Before it can be rendered available in practice, much remains to be done with the galvanic battery, to render its action regular and durable, and in other ways to establish a certainty of action, so that the engines may be managed by persons not thoroughly skilled in the subjects of electricity and magnetism.

It remains yet also to be proved whether the power will increase in proportion to the size of the engines. This principle seems to be strongly indicated by past experiments; but yet it cannot be established by calculation, or process of reasoning. Experiment on an extensive scale can alone determine this point. A part of the work preparatory to building a locomotive engine has been done, but it seems necessary to try further experiments before incurring the expense of another large engine, upon the plan above mentioned. The rotary form of the engine has not been tested, although it possesses advantages not to be found in any form of the reciprocating engine. There are some obvious disadvantages attending its construction, but it is hoped that they will be outweighed—more especially as this form of the engine will occupy less than one-half the room required for the reciprocating form. It would seem very desirable that the investigation thus begun, and so far successfully conducted, should be carried at least beyond *an uncertain issue*, and that every *important point* should be settled, and particularly that of its availability on an extensive scale.

The power is peculiarly fitted for purposes of navigation, if it can be made subservient; and a trial, upon a scale of 100 horse-power, seems to be the only mode of arriving at a definite conclusion upon this point. It is obvious, that, preliminary to such an undertaking, a great many experiments will be absolutely necessary, and such only as one quite familiar with the difficulties of entering upon an entirely new field of operation can properly appreciate.

In conclusion, I beg leave to refer you to the enclosed report of a debate before the American Scientific Convention, recently held at New Haven, which will indicate the opinions of men of science upon this all-important subject.

I have the honor to be, most respectfully, your obedient servant,
CHARLES G. PAGE.

HON. WILLIAM A. GRAHAM,
Secretary of the Navy.

Professor Page's Electro-magnetic power.

[Reported for the National Intelligencer.]

Among the most interesting subjects before the American Scientific Convention, just closed at New Haven, was Professor Page's invention for applying electro-magnetic power. Professor Bache having relinquished his hour for addressing the association in favor of Professor Page, the latter came forward, and, in a lucid manner, explained to a large and delighted audience the principles and astonishing results of his invention. The grand principles of action were illustrated experimentally.

After he had concluded, an interesting debate took place upon the subject.

Professor Rogers rose and said that he would like to have the association now institute a comparison between the cost of steam and the cost of the power as obtained by Dr. Page. He spoke at some length, and in detail, of the duty performed by the largest class of steam-engines, and estimated the cost of a steam horse-power at *two cents* for twenty-four hours.

Professor Page remarked that this was a very low estimate. Whatever it might be, however, he was prepared at this time only to explain his invention, and to show, for the first time, an available power from electro-magnetism.

Professor Silliman, senior, (about to retire) remarked, that some fifteen years ago, Dr. Page, then quite a youth, brought to his laboratory a miniature model of his engine, and that he (Professor S.) indulged at that time high hopes of this invention. From the great progress made in so short a time, and from what he now saw and heard, he believed great results would flow from it.

Professor Walter R. Johnson remarked that Professor Rogers had fixed the cost of steam power too low for an average cost, and that Professor Page had fixed his cost of magnetic power too high. Professor Page had paid too much for his zinc; and his horse-power ought to be ten cents, instead of twenty cents. At all events a great advance had been made, for in Europe the cost of this power had been fixed at fifty times that of steam under the most favorable circumstances; that is, the highest price of steam and lowest of magnetic power. In his opinion, however—and he believed Dr. Page concurred with him—this power was not to supersede steam, as they would not interfere with each other. They would both be used, and side by side. Where there were serious objections to the use of steam-power, this power would come in very well. It was free from the dangers attending the use of steam.

Professor Rogers said that he proposed his question as one of scientific interest, and that it was far from him to detract from the merits of Dr. Page, or his own feelings of national pride in this matter.

Professor Page remarked that we could not fix an absolute price per horse-power for steam or any other power. It would depend upon a variety of circumstances. The cost in small steam-engines was relatively greater than in large.

The distance from the market for fuel, the character and peculiar duty of the engines, were to be reckoned. The cost of electro-magnetic power was not to be reckoned in this comparison by the mere cost of zinc, nor the cost of steam by the pounds of coal consumed. The cost of hu-

man life, the sacrifice of millions of property, and risk of many millions more, and all the contingent advantages and disadvantages, were to be taken into the account. If this power could be made convenient, and perfectly manageable, it would be used in many places, if it should cost much more than steam.

Professor Henry said he had witnessed with great interest Dr. Page's experiments before the Smithsonian Institution, and was much delighted with the ingenuity exhibited in overcoming difficulties heretofore existing. Dr. Page had produced by far the most powerful electro-magnetic engine ever made, within his knowledge.

Professor Johnson then requested Dr. Page to explain the mode by which he measured the power of the engine.

Professor Page then drew a diagram of the fly-wheel of his engine, and a loaded friction brake, pressing upon the circumference of the fly-wheel. The brake was loaded to 620 lbs. The power required to barely keep the engine in motion under this load was 126 lbs. The full power being on, the engine made eighty revolutions per minute under this load. The circumference of the wheel being about fourteen feet, it was easy for any one to compute the horse-power from these data. He was willing to call it four-horse power.

Professor Pierce, of Harvard University, rose and said that this mode of measuring the power was entirely correct, and the best that could have been adopted by Dr. Page for the purpose. It was better than raising a weight, as it enabled him to work his engine for several hours under the load, and thereby ascertain the cost. It was the mode most commonly practised for measuring the power of engines. He felt astonishment and great delight at the results obtained by Dr. Page. It was truly a great result to raise 300 lbs. of iron by magnetism through such a distance, and keep it in such rapid motion. This experiment alone carried conviction.

Abstract of expenditures made, under the authority of the act of Congress of March 3, 1849, "for testing the capacity and usefulness of the electro-magnetic power as a mechanical agent for purposes of navigation and locomotion, and the probable cost of using the same, according to the invention of Professor Page." (Appropriation, \$20,000.)

Classification.	Amount.
For platina plate, wire and foil - - - -	\$2,616 57
For copper wire - - - -	2,554 46
For zinc - - - -	70 68
For acids and chemicals - - - -	254 07
For Grove's battery - - - -	471 25
For electro-magnetic apparatus - - - -	404 00
For electro and chemical apparatus - - - -	213 50
For rolling machine - - - -	12 00
For engines, castings, &c. - - - -	844 95
For building workshop - - - -	480 49
For horse and wagon - - - -	225 00
For hardware and tools - - - -	133 37
For stoves and fixtures - - - -	35 58
For instruments - - - -	70 75
For tin and sheet-iron work - - - -	16 28
For crockery and glass-ware - - - -	26 43
For iron work - - - -	12 80
For coal - - - -	36 90
For gutta percha - - - -	4 42
For machinery - - - -	65 03
For lumber - - - -	119 56
For transportation - - - -	375 87
For postage - - - -	19 55
For printing - - - -	3 00
For miscellaneous items - - - -	81 37
For services and expenses of occasional assistants - - - -	253 28
For services of machinist - - - -	1,058 16
For services of engineer - - - -	944 48
For services of laborers - - - -	365 00
For labor at navy yard, in engineer's, blacksmith's and plumber's departments - - - -	898 48
	12,667 28
Amount of appropriation - - - -	\$20,000 00
Deduct expenditures as above - - - -	12,667 28
Unexpended balance - - - -	7,332 72

B.

List of deaths in the navy, as ascertained at the department, since December 1, 1849.

Name and rank.	Date.	Place.
CAPTAINS.		
Daniel Turner.....	February 4, 1850	Philadelphia.
Benjamin Cooper.....	June 1, 1850	Brooklyn, New York.
Jacob Jones.....	August 3, 1850	Philadelphia.
Andrew Fitzhugh.....	October 2, 1850	Fairfax county, Virginia.
COMMANDERS.		
Alexander G. Gordon.....	October 11, 1849	Porto Grande.
Edmund Byrne.....	October 17, 1850	Near Philadelphia.
LIEUTENANTS.		
Washington Reid.....	February 18, 1850	On board the sloop Albany, at Para, South America.
Charles M. Armsrong.....	February 27, 1850	On board the Ohio 74, at Rio.
Henry Eld, jr.....	March 12, 1850	On board the Ohio 74, at sea.
Robert L. Browning.....	March 27, 1850	Drowned in Trinidad bay, California.
Richard Bache.....	March 27, 1850	Drowned in Trinidad bay, California.
John H. Marshall.....	June 1, 1850	Naval Hospital, Norfolk.
Charles E. Crowley.....	August 15, 1850	Charleston, South Carolina.
Edmund Jenkins.....	Sept. 26, 1850	Baltimore, Maryland.
SURGEONS.		
John F. Brooke.....	October 17, 1849	Macao, China.
Waters Smith.....	Sept. 19, 1850	Naval Hospital, New York.
Thomas B. Salter.....	November 6, 1850	Elizabethtown, New Jersey.
PASSED ASSISTANT SURGEON.		
John S. Whittle.....	April 5, 1850	On board the store-ship Lexington, at sea.
ASSISTANT SURGEON.		
Ephraim J. Bee.....	March 7, 1850	On board the Ohio 74, at sea.
CHAPLAIN.		
Addison Searle.....	August 2, 1850	On board the frigate Cumberland, at sea.
PASSED MIDSHIPMEN.		
Thomas L. Kinlock.....	January, 1850	Charleston, South Carolina.
William F. DeJongh.....	January 18, 1850	Newport, Rhode Island.
James H. Somerville.....	February 4, 1850	Key West, Florida.
Charles C. Bayard.....	February 19, 1850	Naples, Italy.
Elias Vander Horst.....	March 17, 1850	Bota Fago, near Rio de Janeiro.
Thomas L. Dance.....	March 21, 1850	On board the frigate Brandywine, at sea.
Edward F. Tattall.....	July 21, 1850	Middletown, Connecticut.
Thomas P. Wainwright.....	August 14, 1850	On board the sloop John Adams, at sea.
Charles Dyer, jr.....	August 23, 1850	Drowned at Pensacola, Florida.
MIDSHIPMEN.		
George A. Trotter.....	December 27, 1849	Messina, island of Sicily.
Joseph B. Miller.....	March 19, 1850	On board the Ohio 74, at sea.

B—Continued.

Name and rank.	Date.	Place.
MIDSHIPMEN—Continued.		
Nathaniel P. Prickett.....	March 23, 1850	Rio de Janeiro.
Raiford W. Ives.....	March 25, 1850	On board the frigate <i>Brandywine</i> , at sea.
GUNNER.		
Edwin Ross.....	September, 1849	Near New York.
CARPENTER.		
John Brown.....	Sept. 29, 1849	San Francisco, California.
MARINE CORPS.		
CAPTAIN.		
William Lang.....	May 6, 1850	Philadelphia.
FIRST LIEUTENANT.		
Thomas T. Sloan.....	February 10, 1850	Naval Hospital, New York.

List of resignations in the navy since December 1, 1849.

Name and rank.	Date of acceptance.
CAPTAIN.	
Robert F. Stockton.....	May 23, 1850.
COMMANDERS.	
John Bubier.....	June 3, 1850.
Edward C. Rutledge.....	August 6, 1850.
LIEUTENANTS.	
Ben. F. B. Hunter.....	January 17, 1850.
Louis McLane, jr.....	January 21, 1850.
Harry Ingersoll.....	April 18, 1850.
Strong B. Thompson.....	June 24, 1850.
Gough W. Grant.....	July 15, 1850.
James McCormick.....	September 16, 1850.
Joseph W. Revere.....	September 20, 1850.
William M. Caldwell.....	October 10, 1850.
PASSED ASSISTANT SURGEONS.	
John Hastings.....	May 9, 1850.
Bernard Henry.....	October 11, 1850.
Alexander Y. P. Garnett.....	October 21, 1850.
ASSISTANT SURGEON.	
William T. Babb.....	July 15, 1850.

B—Continued.

Name and rank.	Date of acceptance.
CHAPLAIN.	
William G. Jackson.....	July 27, 1850.
PASSED MIDSHIPMEN.	
Isaac N. Briceland.....	January 21, 1850.
Selim E. Woodworth.....	February 11, 1850.
James S. Thornton.....	May 9, 1850.
Beverly Randolph.....	May 18, 1850.
George W. Hammersley.....	June 11, 1850.
Augustus McLaughlin.....	July 1, 1850.
MIDSHIPMEN.	
George Baird Hodge.....	January 25, 1850.
William F. Shunk.....	March 13, 1850.
James F. Milligan.....	April 4, 1850.
Robert Bryant.....	May 6, 1850.
John B. McIntosh.....	May 24, 1850.
Carlos Bratt.....	July 5, 1850.
Alexander J Barclay.....	July 26, 1850.
Salmon A. Buell.....	August 5, 1850.
John T. Beatty.....	September 16, 1850.
James R. Roche.....	October 25, 1850.
George F. Morrison.....	November 12, 1850.
J. Randolph Hamilton.....	November 23, 1850.
BOATSWAINS.	
William Scott.....	November 6, 1850.
William Hoff.....	December 8, 1849.
CARPENTER.	
Gerard Henderson.....	February 1, 1850.
ENGINEERS.	
Alexander H. Roane, third assistant.....	February 11, 1850.
Alexander McCausland, first assistant.....	May 24, 1850.
Willis Davis, third assistant.....	November 4, 1850.
John H. Long, third assistant.....	November 5, 1850.
MARINE CORPS.	
Felix G. Mayson, second lieutenant.....	January 26, 1850.
J. Stricker Nicholson, second lieutenant.....	September 5, 1850.
NAVAL STOREKEEPER.	
Charles T. Botts.....	September 19, 1850.

B—Continued.

List of dismissals in the navy since December 1, 1849.

Name and rank.	Date of dismissal.
PURSEES.	
George Storer.....	April 10, 1850.
D. McF. Thornton.....	June 13, 1850.
PASSED MIDSHIPMAN.	
Washing'on F. Davidson.....	December 17, 1849.
MIDSHIPMEN.	
Edward H. Scovell.....	January 21, 1850.
Edmund C. Genet	February 13, 1850.
George T. Chapman.....	March 15, 1850.
Jefferson McRoberts.....	June 27, 1850.
Joseph Parrish.....	June 27, 1850.
Benjamin Drake.....	September 3, 1850.
Felix Winchester.....	September 3, 1850.
Gardner S. Wainwright.....	September 3, 1850.
Warner L. Briscoe.....	September 3, 1850.
BOATSWAINS.	
John Hunter.....	May 14, 1850.
David Green.....	June 26, 1850.
CARPENTER.	
James H. Conley.....	June 7, 1850.
ENGINEERS.	
Charles H. Haswell, engineer-in-chief.....	December 1, 1850.
William Scott, second assistant engineer.....	June 5, 1850.
Richard D. Guerard, third assistant engineer.....	July 20, 1850.
NAVY AGENTS.	
Octavus Cohen.....	February 20, 1850. (Office dis-
George Loyall.....	continued.) November 1, 1850.
NAVAL STOREKEEPER.	
William R. Brown.....	April 1, 1850.
HEMP AGENTS.	
John Smith.....	January 25, 1850.
Lewis Sanders	September 17, 1850.

C.

WASHINGTON, D. C., *November 11, 1850.*

SIR: In submitting for the consideration of the Navy Department the accompanying letter, I take leave to suggest, with special reference to the mode of attack proposed by me, that in the future construction of war steamers the fore-body of the vessel may be further elongated, and made sharper than has hitherto been the practice; that the stem be more perpendicular, and that from the stem to a distance of one-eighth of the extreme length towards the stern the timbers be filled in solid, or nearly so, and secured by horizontal and transverse straps, or plates of iron, with additional bolts.

The elongation of the fore-body of a few feet from the keel upwards, (a decided advantage in all steamers,) would in a measure compensate, by the corresponding increase of buoyancy of the vessel, for the increased weight occasioned by the additional timber and fastenings recommended.

Very respectfully, your most obedient servant,

M. C. PERRY.

The Hon. WM. A. GRAHAM,

Secretary of the Navy, Washington, D. C.

WASHINGTON, D. C., *November 11, 1850.*

SIR: Since the introduction of steamers of war into the navies of the world, I have frequently thought that a most effectual mode of attack might be brought into operation by using a steamer as a striking body, and precipitating her, with all her power of motion and might, upon some weak point of a vessel of the enemy moved only by sails, and seizing upon a moment of calm, or when the sail-vessel is motionless or moving slowly through the water.

I had always determined to try this experiment, should opportunity have offered, and actually made preparations for securing the boilers and steam-pipes of the *Fulton*, at New York, when I thought it probable I might be sent in her to our eastern border ports, at the time of the expected rupture with Great Britain upon the northeastern boundary question.

Experience has shown, that a vessel moving rapidly through the water, and striking with her stem another, motionless or passing in a transverse direction, invariably destroys or seriously injures the vessel stricken, without material damage to the assailant.

Imagine, for example, the steamer *Mississippi* under full steam, and moving at the moderate rate of twelve statute miles per hour, her weight considered as a projectile, being estimated at twenty-five hundred tons, the minimum calculation, and multiplying this weight by her velocity—say seventeen and a half feet per second—the power and weight of momentum would be a little short of four thousand four hundred tons, and the effect of collision upon the vessel attacked, whatever may be her size, inevitably overwhelming.

It may be urged that the momentum estimated by the above figures may not be as effective as the rule indicates; yet it cannot be maintained that there would not be sufficient force for all the purposes desired.

I have looked well into the practicability of this mode of attack, and am fully satisfied, that if managed with decision and coolness, it will un-

questionably succeed, and without irremediable injury to the attacking steamer. Much would, of course, depend on the determination and skill of the commander, and the self-possession of the engineers at the starting-bars in reversing the motion of the engines at the moment of collision; but coolness under dangers of accident from the engines or boilers is considered, by well-trained engineers, a point of honor, and I feel assured there would be no want of conduct or bearing either in those or the other officers of the ship.

The preparations necessary for guarding the attacking steamer against material damage would be, to secure the boilers more firmly in their holds; to prepare the steam-pipes and connexions so as to prevent the separation of their joints; to render firm the smoke-stack by additional guys and braces; to strip the ship to her lower masts,* and to remove the bowsprit. All these arrangements could be made in little time, and without much inconvenience.

It would be desirable that the bowsprit should be so fitted as to be easily reefed or removed; but, in times of emergency, this spar should not for a moment be considered as interposing any obstacle to the contemplated collision.

It will be said, and I am free to admit, that much risk would be encountered by the steamer from the guns of the vessel assailed, say of a line-of-battle ship or frigate; but, considering the short time she would be under fire, her facilities of advance and retreat, of choice of position, and the effect of her own heavy guns upon the least defensible point of the enemy's ship, upon which she would of course advance, the disparity of armament should not be taken into view.

I claim no credit for the originality of this suggestion, well knowing that the ancients in their sea fights dashed their war-galleys with great force one upon the other; nor am I ignorant of the plan of a steam-prow suggested some years ago by Commodore Barron. My proposition is simply the revival of an ancient practice by the application of a power unknown in early times, and still, as many believe, in the beginning of its usefulness.

With great respect, I have the honor to be your most obedient servant,
M. C. PERRY.

The Hon. WM. A. GRAHAM,
Secretary of the Navy, Washington, D. C.

No. 1.

Estimate of the sums required for the support of the office of the Secretary of the Navy for the fiscal year ending June 30, 1852.

For salary of the Secretary of the Navy, per act of February 20,		
1819	- - - -	\$6,000
chief clerk, per act of August 31, 1842	- - - -	2,000
principal corresponding clerk	- - - -	1,500
registering clerk	- - - -	1,400

*The topmasts may be hoisted only.

The salary of warrant clerk	-	-	-	-	\$1,200
two assistant corresponding clerks	-	-	-	-	2,400
two additional clerks, act of August 26, 1842	-	-	-	-	2,400
three recording clerks, act of August 31, 1842	-	-	-	-	3,000
miscellaneous clerk, per acts of August 26 and 31, 1842	-	-	-	-	1,000
messenger, per act of April 30, 1822	-	-	-	-	650
assistant messenger, " "	-	-	-	-	400
					<hr/>
Total for salaries for fiscal year 1851-'52	-	-	-	-	21,950
Appropriated for fiscal year 1850-'51	-	-	-	-	\$21,950
					<hr/> <hr/>

Contingent expenses.

Blank books, binding, and stationery	-	-	-	-	-\$1,000
Printing	-	-	-	-	400
Labor	-	-	-	-	400
Newspapers and periodicals	-	-	-	-	200
Miscellaneous items	-	-	-	-	840
					<hr/>
					2,840
					<hr/>
Total estimate for fiscal year 1851-'52	-	-	-	-	24,790
					<hr/> <hr/>
Total estimate for fiscal year 1850-'51	-	-	-	-	\$27,040
					<hr/> <hr/>
<i>Submitted</i> —For increase of the salary of the principal messenger, to make it equal to that which is received by the messengers in the several bureaus of the department	-	-	-	-	\$50
					<hr/> <hr/>

Estimate of the sums required for the expenses of the southwest executive building for the fiscal year 1851-'52.

Salary of superintendent	-	-	-	-	\$250
Salaries of three watchmen	-	-	-	-	1,500
Labor	-	-	-	-	325
Fuel and lights	-	-	-	-	1,350
Miscellaneous items	-	-	-	-	1,150
					<hr/>
Total estimate for fiscal year 1851-'52	-	-	-	-	4,575
					<hr/> <hr/>
Appropriated for fiscal year 1850-'51	-	-	-	-	\$4,575
					<hr/> <hr/>

Estimate for the pay of commission and warrant officers of the navy, including the engineer corps, not on duty, for the fiscal year ending June 30, 1852.

For pay of commission and warrant officers of the navy <i>not on duty</i>	-	-	-	-	-	-	\$322,424
							<u><u> </u></u>
Appropriated for the fiscal year 1850-51	-	-	-	-	-	-	\$500,000
							<u><u> </u></u>
Navy.—Pay of the navy	-	-	-	-	-	-	\$322,424
							<u><u> </u></u>

Estimate of the sums required for the transportation of the United States mail, authorized by the acts of Congress approved March 3, 1847, and August 3, 1848, for the fiscal year 1851-'52.

E. K. Collins's contract from New York to Liverpool and back, per annum	-	-	-	-	-	-	\$385,000
A. G. Sloo's contract from New York to New Orleans, Charleston, Savannah, Havana, and Chagres and back, per annum	-	-	-	-	-	-	290,000
Arnold Harris's contract from Panama to Astoria, in Oregon, and back, per annum	-	-	-	-	-	-	199,000
Contingencies	-	-	-	-	-	-	600
							<u><u> </u></u>
							\$874,600
							<u><u> </u></u>
Appropriated for fiscal year 1850-'51	-	-	-	-	-	-	\$874,600
							<u><u> </u></u>
<i>Special object.</i> —Transportation of the mail	-	-	-	-	-	-	\$874,600
							<u><u> </u></u>

CAMBRIDGE, *October 12, 1850.*

SIR: I have the honor to submit to the department, on the opposite page, the estimates for the expenses of the Nautical Almanac for the fiscal year ending the thirtieth of June, 1852.

The amount of the present estimate is increased beyond the last by including the cost of printing and publishing the first volume of the almanac, which will appear in 1852, and adding something to the compensation of the first-class computers.

The latter must be gentlemen of liberal education and of special instruction in the science of astronomy; and my estimate does not ask for them more than the lowest salary paid for similar services in other offices of the government.

The estimate for the British Almanac is between sixteen and seventeen thousand dollars, and, generally speaking, labor commands a higher compensation in this country than there.

CAMBRIDGE, *October 14, 1850.*

SIR: In obedience to your instructions of the 6th of August, I have the honor to submit the accompanying estimates for the expense of preparing for publication the Nautical Almanac during the fiscal year ending the 30th of June, 1852, together with the following report.

When the first appropriation for this work was made, it was not specified for what meridian it should be computed; on this account, and on account of the smallness of the appropriation, it was impossible to begin with the practical computations. Even if it had been possible to do so, it would not have been deemed advisable.

In laying the foundation of a work of this character, it was due to the scientific reputation of the country already established by the National Observatory and the Coast Survey, that the most careful regard should be had to the advanced state of astronomical science, and the highest attainable accuracy should be secured by the use of the most improved methods. With this view, the small appropriation of the first year has been chiefly expended upon theoretical preparation.

In my occasional reports, I have had the honor to inform the department that the small corps of computers engaged has been occupied with preparing new tables of the planet Mercury, based upon the theory of the illustrious Leberrier; in enlarging the lunar tables of Damoiseau, by applying to them the corrections of Plana, Hansen, and Airy—a preliminary work of great importance, by means of which it is expected that the elements of the moon's place will be given with greater accuracy; in making an entirely new reduction of the Greenwich observations of the planet Mars, by Bradley, Bliss, and Maskelym, preparatory to a new theory, and new tables; in the final computation of the perturbations of Uranus; and in constructing a chart of the solar eclipse of 1851, (July,) to be distributed with the elements, for the purpose of encouraging and facilitating its observation in all parts of the country, which will be useful to the almanac, and valuable for the determination of longitudes on this continent.

These labors have been successfully prosecuted. The numerical computations for Mercury and Uranus are so far advanced that I shall be able to use the new theories for the ephemeris of these planets in the first number of the almanac. The computation of the perturbations for the general form of planetary tables will be carried on as fast as the necessary work of the office will authorize. The lunar corrections, which have been reduced to the convenient form of auxiliary tables, require but little additional labor to fit them for immediate use. The great work of the reduction of the Greenwich observations of Mars—the first step in the formation of a new theory—is nearly complete. I have already made a special report of the discovery of a variation in the proper motion of one of the fundamental stars to which this investigation has led—a discovery of particular interest in stellar astronomy.

The occultations of the planets and fixed stars for the present year have been computed at the expense of the almanac, and published, with the approval of the department, in the Smithsonian contributions.

I propose, also, to publish those of next year in the same manner. They are always of the highest value for the determination of longitudes, and never more likely to be useful to us than at the present moment, when the coast, boundary, and other surveyors and explorers of the government

are actively at work in various parts of the continent. The ephemeris of the planet Neptune has also been prepared, at the expense of the almanac, and published in the same manner. This planet occupies a conspicuous place in the history of astronomical science in America. The determination of the perturbations of Neptune by the other planets, and an elliptic orbit representing the course of Neptune with surprising accuracy for fifty-five years, are to be counted among the most distinguished achievements of American astronomers. I propose to continue the publication of the ephemeris of Neptune for 1851 in the Smithsonian contributions.

The amount of the last appropriation for the Nautical Almanac, and the decision of Congress upon the prime meridian, enable me to commence the practical calculations with a view to the earliest possible publication. They will accordingly be entered upon immediately.

I have already obtained your approval of my plan of distributing some of the calculations among the leading mathematicians and astronomers of the country. The nature of the work will only allow this to be done to a certain extent. As far as it is practicable, it is a means of commanding the best talent and skill, and of creating a general interest in the character and prosperity of the work. The services of Professor Peirce, of Cambridge, of Mr. Sears C. Walker, of Washington, of Professor Kendall and Mr. Downs, of Philadelphia, have already been engaged. And I have also invited the co-operation of Mr. Gould, the editor of the *Astronomical Journal*, of Professor Coakley, of St. James's College, Maryland, of Professor Phillips, of the University of North Carolina, and of Professor Gilham, of the Military Institute of Virginia. When the arrangements with these gentlemen are finally concluded, and their respective portions of the work assigned, I shall have the honor to make a report to the department in detail of the manner in which the whole work is conducted.

I have frequently expressed my wish that the Nautical Almanac should, in every respect, conform to the most advanced state of modern science, and be honorable to the country; and it is my determination to spare no effort by which this high object can be attained.

Very respectfully, your obedient servant,

CHARLES HENRY DAVIS,

Lieutenant, Superintendent Nautical Almanac.

The Hon. WM. A. GRAHAM,

Secretary of the Navy, Washington, D. C.

No. 2.

NAVY DEPARTMENT,

Bureau of Construction, Equipment, &c., Nov. 1, 1850.

SIR: I have the honor to transmit, in conformity with your instructions, estimates for the fiscal year ending on the 30th June, 1852, embracing that portion of the naval service coming under the cognizance of this bureau, accompanied by statements exhibiting the rates and distribution of all the vessels of the navy of the United States in commission on the first day of November, 1850; the number and rates of those in ordinary; those on the stocks, (the building of which has been for several years suspended;) and those undergoing repairs. Also, reports of the

estimated value of articles received and expended, with the cost and amount of labor upon objects connected with this bureau at the several navy yards, during the same period. The estimated value of articles on hand at each yard at the commencement and close of the same is shown in the table containing the amount of receipts and expenditures—a schedule of which is annexed for reference.

The estimates for construction, equipment, armament, repair of ships, coal for steamers, hemp, &c., are reduced to the lowest amount at which a force equal to that now in commission can be maintained.

Since the last annual report, the steamers "Susquehannah," "San Jacinto," and "Powhatan" have been launched, and are now receiving their engines and machinery, preparatory for service. Great delay has been experienced in their manufacture at the several foundries. To obviate like delays in future, the bureau would respectfully recommend, as a matter of economy of money and time, that the public yards be supplied with the necessary apparatus for the construction of steam-engines for naval purposes. At the Washington yard they are prepared for the manufacture of the largest size. Those of a smaller class already built afford evidence of what may be done under the direction of, and by the able mechanics employed at, that establishment.

The steamer "Saranac," on her recent trip to and from Cuba, proved to be a vessel combining speed with all the qualities necessary to constitute an efficient vessel of war. An injury was sustained in part of her engine frame, which has been repaired. She is now ready for active service. The performance of the steamer "Mississippi," heretofore in the Gulf of Mexico, and now in the Mediterranean, has elicited the highest encomiums from naval men; and, after a period of nine years' active service, she stands unsurpassed as a war steamer.

The number of ships, and rates suitable for the relief of vessels, and to supply the places of those returned from foreign service during the past year, have been repaired and equipped at the several naval stations, and proceeded to their destinations.

In the last annual report it was recommended that a steamer should be built to supply the place of the propeller "Princeton." The engines and machinery taken out of that vessel are efficient and valuable, but, unless employed in a vessel of similar description, will be entirely useless. The bureau would again call attention to the subject, and add, that, as there are frames and other suitable building materials on hand, the expense of construction alone will be incurred. It would also respectfully recommend that the frigate "United States," built in the year 1797, the "Constitution" and "Constellation," built in the same year, be no longer fitted for sea service. Their great age renders extensive repairs frequently necessary; moreover, their dimensions and armament are far inferior to modern frigates of their class. The bureau would therefore suggest that these distinguished ships, that have borne our flag gallantly for more than half a century, be returned to the ports from whence they were launched, be preserved in commission as receiving-ships, and mementoes of brilliant achievements. The bureau would also respectfully recommend that the frigate "Sabine," on the stocks at New York, and "Santee," at Portsmouth, N. H., be completed and launched, to supply the places of the "Constitution" and "United States." The "Sabine" and "Santee" have been on the stocks, in an unfinished state, for many

years. They are of larger dimensions than those it is proposed to relieve from sea service, and may, it is believed, be launched and equipped at a cost not far, if at all, exceeding the amount required to repair and equip old frigates. The economy of the measure is evident, as the new ships will run a number of years without repairs.

As the naval powers of Europe are introducing successfully steam propellers on board many of their ships of war, thus giving them a decided advantage over those dependent upon wind alone for their movements, the bureau would offer for the consideration of the department the propriety of fitting one or both of the new frigates proposed with suitable machinery to drive them by steam. This measure would add much to their efficiency as ships of war. A proportion of steamers added to the navy, as auxiliaries, would greatly increase its efficiency, especially in the protection of rivers and bays, as by their means the heaviest ships would be enabled to overcome all the obstacles to their movements now presented by adverse winds and tides. The bureau would also recommend the introduction of a large number of heavy shell-guns on board vessels able to bear them. Although it is not expected that the United States should vie with European navies in point of numbers, nevertheless the small force we have in commission, by the introduction of all the improvements of modern science, should be equal to any other vessels afloat.

Plans have been formed for razeing the "Franklin," (a small 74,) her class having become obsolete, by the introduction of a very superior order of vessels of the same rate. It is proposed, should this recommendation be adopted, to arm her with batteries of heavy guns, thus rendering her a formidable vessel of war. The second-class frigate "Macedonian" it is proposed to raze, and arm her also with a battery of shell-guns, instead of her present armament of 18 pounders.

The hemp agents at Louisville and St. Louis have been notified to make preparations for the purchase of American water-rotted hemp. The agencies are furnished with machinery necessary to test its strength and quality.

The reports on the subject of canvass prepared to resist mildew are unfavorable to its adoption.

I am, sir, respectfully, your obedient servant,

CHARLES W. SKINNER.

To Hon. Wm. A. GRAHAM,
Secretary of the Navy.

List of Tables.

- A. Estimate for the expenses of the bureau.
- B. Estimate for pay of persons employed in vessels in commission.
- C. Estimate for the increase, repair, &c., of vessels in the navy.
- D. Estimate for enumerated contingent.
- E. Statement of vessels in commission.
- F. Statement of vessels in ordinary.
- G. Statement of vessels on the stocks, or building.
- H. Statement of vessels broken up, sold, or lost.
- I. Statement of the value of receipts and expenditures.
- J. Statement of the number of days' labor performed, and its cost.

A.

Estimate of the amount required for the expenses of the Bureau of Construction, Equipment, and Repairs, for the fiscal year ending June 30, 1852.

For salaries of the chief of the bureau, clerks, and messenger - - - - -	\$13,600 00	
For chief naval constructor - - - - -	3,000 00	
For engineer-in-chief - - - - -	3,000 00	
		\$19,600 00
For contingent expenses of the bureau, for blank books, binding, stationery, printing, and labor - - - - -	700 00	
For miscellaneous items - - - - -	300 00	
		1,000 00
Total - - - - -		20,600 00

CHAS. WM. SKINNER.

B.

Estimate for the pay of commission, warrant, and petty officers, and seamen, including the engineer corps of the navy, required for vessels proposed to be kept in commission, including receiving vessels, for the fiscal year ending June 30, 1852.

Object.	For fiscal year ending June 30, 1852.	For fiscal year ending June 30, 1851.
For officers, seamen, and engineer corps..	\$2,102,610	\$1,975,000

NOTE.—The excess of this estimate over that of the current fiscal year is caused by providing for the addition of four first-class steamers to the force at present in commission.

CHAS. WM. SKINNER.

Navy.

Pay of the navy	-	-	-	-	-	\$2,102,610
Increase, repairs, &c.	-	-	-	-	-	1,365,000
Contingent	-	-	-	-	-	225,000

E.

Statement of vessels in commission on the 1st of November, 1850.

SHIPS OF THE LINE.

Pennsylvania, receiving-ship	-	-	-	-	Norfolk.
North Carolina, receiving-ship	-	-	-	-	New York.
Franklin, receiving ship	-	-	-	-	Boston.

RAZEE.

Independence	-	-	-	-	Mediterranean.
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FRIGATES.

Brandywine, (on return)	-	-	-	-	Brazil station.
St. Lawrence, (on return)	-	-	-	-	European seas.
Raritan	-	-	-	-	Pacific.
Constitution, (on return)	-	-	-	-	Mediterranean.
Savannah	-	-	-	-	Pacific.
Cumberland	-	-	-	-	Mediterranean.
Congress, (relief of the Brandywine)	-	-	-	-	Brazil.

SLOOPS OF WAR.

Albany, 1st class	-	-	-	-	Home squadron.
Saratoga, 1st class	-	-	-	-	East Indies.
Portsmouth, 1st class	-	-	-	-	Coast of Africa.
St. Mary's, 1st class	-	-	-	-	Pacific.
Plymouth, 1st class	-	-	-	-	East Indies.
Warren, 2d class	-	-	-	-	Pacific.
Ontario, receiving ship	-	-	-	-	Baltimore.
St. Louis, 2d class	-	-	-	-	Brazil station.
Falmouth, 2d class	-	-	-	-	Pacific.
Vandalia, 2d class	-	-	-	-	Pacific.
Vincennes, 2d class	-	-	-	-	Pacific.
John Adams, 2d class	-	-	-	-	Coast of Africa.
Preble, 3d class	-	-	-	-	Pacific, (on return.)
Yorktown, 3d class	-	-	-	-	Coast of Africa.
Marion, 3d class	-	-	-	-	East Indies.
Dale, 3d class	-	-	-	-	Coast of Africa.

BRIGS.

Dolphin, (on return)	-	-	-	-	-	East Indies.
Porpoise	-	-	-	-	-	Coast of Africa.
Bainbridge	-	-	-	-	-	Coast of Africa.
Perry	-	-	-	-	-	Coast of Africa.

SCHOONERS.

Flirt	-	-	-	-	-	Home squadron.
Wave	-	-	-	-	-	Coast survey.
Phoenix	-	-	-	-	-	Coast survey.

STEAMERS.

Mississippi	-	-	-	-	-	Mediterranean.
Saranac	-	-	-	-	-	Home squadron.
Michigan	-	-	-	-	-	On the lakes.
Union, receiving-ship	-	-	-	-	-	Philadelphia.
Engineer, harbor duty	-	-	-	-	-	Norfolk.
General Taylor, harbor duty	-	-	-	-	-	Pensacola.
Massachusetts	-	-	-	-	-	Pacific.

STORE-SHIPS.

Lexington	-	-	-	-	-	Brazil station.
Supply	-	-	-	-	-	Pacific.
Relief	-	-	-	-	-	Mediterranean.
Fredonia	-	-	-	-	-	Pacific.
Southampton	-	-	-	-	-	Fitting.
Erie	-	-	-	-	-	Condemned.

RECAPITULATION.

Ships of the line	-	-	-	-	-	-	-	3
Razee	-	-	-	-	-	-	-	1
Frigates	-	-	-	-	-	-	-	7
Sloops of war	-	-	-	-	-	-	-	14
Brigs	-	-	-	-	-	-	-	4
Schooners	-	-	-	-	-	-	-	4
Steamers	-	-	-	-	-	-	-	7
Store-ships	-	-	-	-	-	-	-	6
								<u>46</u>
								<u>46</u>

CHARLES WM. SKINNER.

F.

Statement of vessels in ordinary, repairing, and equipping, on the 1st November, 1850.

IN ORDINARY.

SHIPS OF THE LINE.

Vermont	-	-	-	-	-	-	Boston.
Columbus	..	-	-	-	-	-	Norfolk.
Delaware	-	-	-	-	-	-	Norfolk.
Ohio	-	-	-	-	-	-	Boston.

FRIGATES.

Potomac	-	-	-	-	-	-	Norfolk.
Columbia, (under repairs)	-	-	-	-	-	-	Norfolk.
Constellation	-	-	-	-	-	-	Norfolk.
Macedonia	-	-	-	-	-	-	New York.
United States	-	-	-	-	-	-	Norfolk.

SLOOPS OF WAR.

Fairfield	-	-	-	-	-	-	Norfolk.
Cyane, (ready for equipment)	-	-	-	-	-	-	Norfolk.
Levant	-	-	-	-	-	-	Norfolk.
Decatur, (equipping for service)	-	-	-	-	-	-	Kittery.
Germantown, (ready for service)	-	-	-	-	-	-	New York.

SCHOONER.

Petrel	-	-	-	-	-	-	New York.
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STEAMERS.

Fulton	-	-	-	-	-	-	New York.
Alleghany, (iron)	-	-	-	-	-	-	Washington.

RECAPITULATION.

Ships of the line	-	-	-	-	-	-	-	4
Frigates	-	-	-	-	-	-	-	5
Sloops of war	-	-	-	-	-	-	-	4
Schooners	-	-	-	-	-	-	-	1
Steamers	-	-	-	-	-	-	-	2
								<hr/>
								16
								<hr/>

CHAS. WM. SKINNER.

REPAIRING AND EQUIPPING.

SLOOP OF WAR.

Jamestown, (repairing) - - - - - Norfolk.

STEAMERS.

San Jacinto, (equipping) - - - - - New York.
 Susquehannah, do - - - - - Philadelphia.
 Powhatan, do - - - - - Gosport.
 Vixen, do - - - - - Washington.
 Water Witch (iron—equipping) - - - - - Washington.

STORE-SHIPS.

Erie, (condemned) - - - - - New York.
 Southampton, (equipping) - - - - - New York.

RECAPITULATION.

Sloops of war	-	-	-	-	-	-	-	1
Steamers	-	-	-	-	-	-	-	5
Store-ships	-	-	-	-	-	-	-	2
								<u>8</u>
								<u>8</u>

CHAS. WM. SKINNER.

 G.

Statement of vessels on the stocks and in progress of construction.

AT KITTERY, MAINE.

Alabama, ship of the line—building suspended.
 Santee, frigate—building suspended.

AT CHARLESTOWN, MASSACHUSETTS.

Virginia, ship of the line—building suspended.

AT NEW YORK.

Sabine, frigate—building suspended.

AT HOBOKEN, NEW JERSEY.

Iron steamer, Stevens's contract—building suspended.

AT GOSPORT, VIRGINIA.

New York, ship of the line—building suspended.

AT SACKETT'S HARBOR.

New Orleans, ship of the line—building suspended.

RECAPITULATION.

Ships of the line	-	-	-	-	-	-	-	4
Frigates	.	-	-	-	-	-	-	2
Steamer	.	-	-	-	-	-	-	1
								<u>7</u>
								<u>7</u>

CHAS. WM. SKINNER.

H.

Statement of vessels broken up, or lost, or transferred, since the last annual report.

Broken up as unworthy of repairs, none.

Sold, steamer Telegraph, at New Orleans.

Transferred, steamer Fashion, at New Orleans.

Lost, none.

CHAS. WM SKINNER.

I.

Statement of the cost or estimated value of stores on hand at the several navy-yards July 1, 1849; of articles received and expended from June 30, 1849, to June 30, 1850; and of those remaining on hand July 1, 1850, under the direction of the Bureau of Construction, Equipment, and Repair.

Yards.	On hand July 1, 1849.	Received.	Expended.	On hand July 1, 1850.
Portsmouth.....	\$649, 120 27½	\$85, 013 91	\$70, 334 25	\$663, 799 93½
Boston.....	1, 720, 926 68	298, 012 48	346, 595 00	1, 672, 344 16
New York.....	1, 376, 701 10	261, 978 92	274, 697 67	1, 363, 982 35
Philadelphia.....	414, 074 96	124, 797 84	40, 606 70	498, 266 10
Washington.....	452, 649 86	114, 933 65	146, 909 17	420, 674 34
Norfolk.....	1, 701, 863 31	301, 564 36	306, 428 94	1, 696, 998 73
Pensacola.....	225, 646 62	24, 495 42	36, 152 62	213, 989 42
Total.....	6, 540, 982 80½	1, 210, 796 58	1, 221, 724 35	6, 530, 055 03½

CHAS. WM SKINNER.

J.

Statement of the number of days' labor and its cost from July 1, 1849, to July 1, 1850, for the respective navy-yards, for building, repairing, and equipping vessels of the navy, or in receiving or securing stores and materials for those purposes.

Navy-yards.	No of days' labor.	Cost of labor.	Average per diem.
Portsmouth.....	24, 151	\$36, 218 43	\$1 50
Boston.....	54, 333½	90, 101 79	1 65.8
New York.....	98, 041½	150, 158 84	1 53.2
Philadelphia.....	44, 881½	71, 180 53	1 58.6
Washington.....	67, 585	88, 570 30	1 31.1
Norfolk.....	191, 989	277, 073 74	1 44.3
Pensacola.....	7, 335	12, 448 24	1 69.7
Total.....	488, 316½	725, 751 87	1 48.6

CHAS. WM. SKINNER.

No. 2—Continued.

LIST OF CONTRACTS

OF THE

BUREAU OF CONSTRUCTION, EQUIPMENT, AND REPAIR,

MADE AND RECEIVED

From November 14, 1849, to November 14, 1850.

Ex.—16

No. 2—Continued.

List of contracts under the cognizance of the Bureau of Construction, Equipment, and Repair, made and received from November 14, 1849, to November 14, 1850: prepared in conformity with an act of Congress of April 21, 1808.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. July 9	1851. June 30	Phelps, Dodge, & Co.....	4,050 pounds milled sheet lead.....	\$0 05½ per pound...	Brooklyn.
			2,880 pounds lead pipe.....	5½ do	
			2,310 pounds India tin.....	17 do	
			20 boxes tin, IX.....	10 75 per box.	
			7 boxes tin, DXX.....	11 75 do	
			12 boxes tin, IC, 14 by 20.....	9 50 do	
			12 boxes tin, IC, 10 by 14.....	9 00 do	
			13,500 pounds sheet copper.....	21 per pound...	Pensacola.
			50 pounds sheet brass.....	20 do	
			50 pounds brass solder.....	20 do	
			1,000 pounds composition sheathing nails.....	18 do	
			1,191 pounds braziers' copper.....	22 do	
July 3	June 30	John K. Graham.....	400 feet 7 by 9 Redford crown glass, double thickness...	11 per foot....	Brooklyn.
			400 feet 8 by 10.....do.....do.....	11 do	
			300 feet 9 by 12.....do.....do.....	15 do	
			300 feet 10 by 12.....do.....do.....	15 do	
			400 feet 10 by 14.....do.....do.....	18 do	
			300 feet 11 by 15.....do.....do.....	19 do	
			300 feet 11 by 17.....do.....do.....	20½ do	
			300 feet 12 by 12.....do.....do.....	20 do	
			300 feet 12 by 16.....do.....do.....	20½ do	
			300 feet 12 by 18.....do.....do.....	20½ do	
			200 feet 14 by 20.....do.....do.....	20½ do	
			24 lights plate glass.....	1 00 per light.	
			36 patent deck lights.....	1 00 do	
			12 dozen best extra whitewash brushes.....	10 00 per dozen.	
			3 dozen long-handled tar brushes.....	3 50 do	
			6 dozen short-handled tar brushes.....	2 25 do	
			1 dozen varnish brushes.....	6 00 do	

[1]

242

			1 dozen painters' dusting brushes.....	2 50	do	
			2 dozen hand dusting brushes.....	3 00	do	
			2 dozen 0000000 paint brushes.....	11 00	do	
			2 dozen 0000 paint brushes.....	8 50	do	
			4 dozen 000 paint brushes.....	6 75	do	
			3 dozen 00 paint brushes.....	6 00	do	
			2 dozen No. 5 sash-tool brushes.....	1 25	do	
			10 dozen clamp scrub brushes.....	3 00	do	
			10 dozen hand scrub brushes.....	3 00	do	
			3 dozen camels' hair brushes.....	60	do	
			200 feet double-thick glass, 14 by 22 inches.....	14.40	per foot ...	Gosport.
			200.....do.....16 by 16..do.....	14.40	do	
			500.....do.....12 by 16..do.....	12.80	do	
			200.....do.....10 by 12..do.....	10.40	do	
			1,000.....do.....14 by 18..do.....	14.40	do	
July 8	June 30	Plume & Co.....	1,500 pounds best quality oakum.....	5.98	per pound..	Washington.
			50 pounds best quality raw cotton.....	20	do	
July 10	June 30	D. M. Wilson & Co.	212,500 pounds round, square, and flat iron.....	2.55	do.....	Brooklyn.
			22,000 pounds iron for thimbles.....	2.55	do	
			22,000 pounds boiler iron.....	4	do	
			4,104 pounds Russia sheet iron.....	13	do	
			1,622 pounds charcoal iron.....	5	do	
			116 cwt. merchantable hoop iron.....	3 50	per cwt.	
			59,765 pounds rate iron.....	4	per pound...	Washington.
			30,400 pounds bar iron.....	20.90	do	
			4,560 pounds round iron.....	3	do	
July 3	June 30	S. G. Bogart.....	300 cords oak wood.....	5 18	per cord....	Brooklyn.
			100 sides bellows leather.....	35	per pound....	Gosport.
July 6	June 30	A. S. & D. J. Morse.....	1 dozen 4-inch iron mortise locks.....	6 00	per dozen....	Kittery.
			5 dozen 2½-inch iron pad locks.....	1 50	do	
			2 dozen 2½-inch iron drawer locks.....	3 00	do	
			2 dozen 4-inch iron cupboard locks.....	2 50	do	
			1 dozen pairs 4-inch iron butt hinges.....	1 00	do	
			1 dozen pairs 3-inch.....do.....	62	do	
			1 dozen pairs 2½-inch.....do.....	45	do	
			3 gross 2-inch iron screws, No. 15.....	55	per gross.	
			3 gross 1½-inch.....do.....No. 14.....	50	do	
			6 gross 1½-inch.....do.....Nos. 12 and 14.....	33 a	40 do	
			6 gross 1½-inch.....do.....Nos. 9 and 11.....	23 a	25 do	
			6 gross 1-inch.....do.....Nos. 8 and 10.....	20 a	22 do	
			3 gross ¾-inch.....do.....No. 8.....	18	do	
			2 gross ¾-inch.....do.....No. 6.....	13	do	

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. July 6	1851. June 30	A. S. & D. J. Morse—Cont'd	5,000 1-inch iron wrought and clout nails.....	\$0 42 per M.....	Kittery.
			5,000 2-inch..... do.....	37½ do	
			5,000 ½-inch..... do.....	33 do	
			100 pounds 3-inch iron cut sheathing nails.....	4 per pound.	
			100 pounds 2-inch..... do.....	4 do	
			500 pounds 5-inch iron prepared spikes.....	5¼ do	
			600 pounds 6-inch..... do.....	5½ do	
			700 pounds 7-inch..... do.....	5½ do	
			800 pounds 8-inch..... do.....	5¼ do	
			6 dozen 1¼-inch rose-wood knobs.....	25 per dozen.	
			6 dozen 1½-inch..... do.....	30 do	
			1 dozen 4-inch brass mortise locks.....	11 00 do	
			1 dozen 4-inch..... do..... with glass knobs.....	18 00 do	
			½ dozen 2¼-inch brass pad locks.....	6 00 do	
			2 dozen pairs 4-inch brass butt hinges.....	6 00 do	
			1 dozen pairs 2-inch..... do.....	1 00 do	
			3 gross 1¼-inch brass screws, No. 15.....	1 90 per gross.	
			3 gross 1½-inch..... do..... No. 14.....	1 42 do	
			2 gross 1¼-inch..... do..... No. 14.....	1 30 do	
			2 gross 1-inch..... do..... No. 12.....	87½ do	
			2 gross ¾-inch..... do..... No. 10.....	60 do	
			2 gross ½-inch..... do..... No. 6.....	42 do	
			2 dozen 2-inch brass buttons.....	25 per dozen.	
			200 pounds composition boat nails.....	33½ per pound.	
			15,000 cut copper tacks.....	33½ per M.	
July 8	June 30	Robert Todd.....	50 cords mixed oak wood.....	6 75 per cord.....	Charlestown.
			25 tons red-ash coal.....	5 75 per ton.	
Sept. 14	June 30	Timberlake & Ricketts.....	10 bolts No. 1 cotton canvass.....	9 50 per bolt....	Brooklyn.
			20.....do.....2.....do.....	9 25 do	
			40.....do.....3.....do.....	9 00 do	
			22½.....do.....4.....do.....	8 75 do	
			75.....do.....5.....do.....	8 50 do	
			25.....do.....6.....do.....	8 25 do	

July 6 June 30

Wm. A. Wheeler & Co....

30...do...8.....do.....	8 00	do	
20...do...10.....do.....	6 25	do	
[Each bolt to be 50 yds. in length and 22 inches wide.]			
10 bolts 30-inch cotton canvass, for cots, 50 yards per bolt	12 00	do	
150 bolts 42-inch cotton hammock stuff	25 00	do	
100 bolts 42-inch cotton bagging stuff.....	18 00	do	
6,000 yards twilled bagging	18	per yard.	
2 000 yards coal bagging.....	17	do	
500 pounds cotton twine	26	per pound.	
25 pounds seine twine	30	do	
20 bolts flax canvass, No. 3	10 70	per bolt....	Pensacola.
20...do.....do.....4.....	10 00	do	
20...do.....do.....5.....	9 12	do	
20...do.....do.....6.....	8 50	do	
20...do.....do.....7.....	7 50	do	
20...do.....do.....8.....	6 75	do	
20 pieces ravens duck.....	6 75	per piece.	
10 pieces cotton bag stuff.....	18 00	do	
100 pounds flax sewing twine	25	per pound.	
100 pounds cotton sewing twine.....	25	do	
[Each bolt of the canvass to be 40 yards in length and 20 inches wide.]			
50 memorandum books, large.....	20	each.....	Charlestown.
50...do.....do.....small.....	10	do	
10 blank books, 2 quires	50	do	
10...do.....3 quires	60	do	
2 order books, 4 quires	1 00	do	
2 letter books, 4 quires	1 00	do	
2 day books, 6 quires.....	1 26	do	
2 requisition books, 4 quires	1 00	do	
20 pieces India rubber	1	each.	
60 ½-pint bottles black ink.....	6	per bottle.	
10 ½-pint bottles red ink.....	12	do	
20 inkstands.....	15	each.	
1 inkstandish	2 00	do	
10 penknives	1 00	do	
6 eraser knives.....	25	do	
5 reams log paper	7 00	per ream.	
10 reams foolscap paper.....	3 00	do	
10 reams letter paper.....	3 00	do	
5 reams envelope paper	4 00	do	

245 [1]

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. July 6	1851. June 30	Wm. A. Wheeler & Co.— Continued.	2 reams blotting paper.....	\$1 50 per ream....	Charlestown.
			60 cards steel pens	15 per card.	
			30 sheets drawing paper.....	1 per sheet.	
			5 parallel rulers.....	50 each.	
			5 round rulers	12 do	
			5 flat rulers.....	10 do	
			5 rolling rulers.....	20 do	
			20 dozen slate pencils.....	1 per dozen.	
			20 dozen lead pencils.....	25 do	
			25 camel's hair pencils.....	1 each.	
			3,000 quills.....	30 per 100.	
			10 sand boxes	8 each.	
			30 pounds sand	2 per pound.	
			10 double log slates.....	60 each.	
			10 single log slates.....	10 do	
			2 boxes water colors	2 50 do	
			10 pounds wafers	60 per pound.	
			50 papers inkpowder	4 per paper.	
			6 boxes and pounce	12 each.	
			4 Gunter's scales.....	35 do	
			4 wafer seals	12 do	
			75 bolts red tape	3 per bolt.	
			10 paper folders.....	20 each.	
			1 box mathematical instruments.....	3 00 do	
			10 pounds sealing-wax.....	1 00 per pound.	
			20 bolts taste	12 per bolt.	
			6 letter books, 3 quires.....	1 00 each.....	Brooklyn.
			36 blank books, 2 quires	21 do	
			36 blank books, 1 quire	17 do	
			72 memorandum books	20 do	
			12 ivory paper-folders	17 do	
			3 dozen penknives	12 00 per dozen.	
			3 cases mathematical instruments	3 00 each.	

July 26

June 30

George W. Shaw.....

3 dozen pint bottles black ink	1 50	per dozen.	
6 dozen 1/2-pint bottles black ink.....	75	do	
1 dozen 1/2-pint bottles red ink.....	1 50	do	
6 dozen papers inkpowder.....	50	do	
4 dozen inkstands, metal.....	5 00	do	
4 dozen pieces India rubber.....	6	do	
20 reams foolscap paper.....	2 25	per ream.	
13 reams foolscap regulation, ruled.....	2 75	do	
10 reams letter paper.....	3 00	do	
5 reams envelope paper.....	3 00	do	
2 reams blotting paper.....	2 50	do	
5 reams log paper.....	5 00	do	
24 sheets elephant drawing paper.....	10	per sheet.	
1,000 slate pencils.....	10	per 100.	
2 gross Faber's lead pencils.....	6 00	per gross.	
6 boxes water colors.....	4 00	per box.	
10 gross Gillott's Eagle pens.....	1 50	per gross.	
10 ivory pounce boxes and pounce.....	50	each.	
5,000 best No. 80 quills.....	30	per 100.	
6 wafer seals.....	12	each.	
50 1/2-pint papers black sand.....	2	do	
24 hard wood sand boxes.....	12 1/2	do	
12 slates.....	12	do	
12 log slates.....	50	do	
2 gross red tape.....	1 50	per gross.	
2 dozen rolls silk taste.....	1 50	per dozen.	
6 pounds best scarlet wafers.....	60	per pound.	
12 pounds best scarlet sealing wax.....	50	do	
10 reams foolscap, best quality.....	5 00	per ream....	Pensacola.
20 reams regulation, best quality.....	4 00	do	
10 reams letter, best quality.....	2 50	do	
12 dozen blank memorandum books.....	1 25	per dozen.	
24 pieces India rubber.....	1 00	each.	
500 best opaque quills.....	50	per 100.	
24 gross Gillott's steel pens.....	1 50	per gross.	
500 slate pencils.....	5	per 100.	
12 dozen H to HHH lead pencils.....	25	per dozen.	
6 dozen black ink, (pint bottles).....	1 20	do	
50 papers clout nails, assorted.....	20	per paper....	Washington.
2,900 pounds wrought nails.....	3 1/2	per gross.	
12 gross No. 12 1 1/4-inch iron screws.....	35	per gross.	
12 gross No. 11 1-inch iron screws.....	25	do	

247

[1]

No. 2.—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. July 26	1851. June 30	George W. Shaw—Contin'd	12 gross No. 9 3/4-inch iron screws..... 6 gross No. 8 3/4-inch brass screws..... 1 box Randall's patent finishing sprigs..... 1.....do.....do.....1 1/4-inch..... 10 pounds.....do.....do.....3/4-inch..... 100 pounds spelter solder..... 50 pounds refined borax..... 300 pounds best English blister steel..... 15 dozen 4 1/4-inch 3-quare hand-saw files..... 2 dozen 10-inch hand safe-edge smooth files..... 4 dozen 12-inch.....do.....do..... 3 dozen 14-inch.....do.....do..... 6 dozen 10-inch.....do.....bastard files..... 6 dozen 12-inch.....do.....do..... 15 dozen 14-inch... do.....do..... 6 dozen 8-inch.....do.....flat taper files..... 6 dozen 10-inch.....do.....do..... 8 dozen 14-inch.....do.....do..... 4 dozen 18-inch.....do.....do..... 4 dozen 12-inch.....do.....rough files..... 4 dozen 14-inch.....do.....do..... 2 dozen 6-inch.....do.....smooth files..... 3 dozen 8-inch.....do.....do..... 3 dozen 10-inch.....do.....do..... 2 dozen 6-inch half round files..... 2 dozen 8-inch.....do.....do..... 2 dozen 10-inch.....do.....do..... 2 dozen 12-inch.....do.....do..... 2 dozen 14-inch.....do.....do..... 1 dozen 4-inch half round bastard files..... 3 dozen 6-inch.....do.....do..... 3-dozen 8-inch.....do.....do..... 3 dozen 10-inch...do.....do.....	\$0 18 per gross 50 do 12 00 per box. 16 00 do 8 per pound. 4 do 25 do 9 1/2 do 80 per dozen. 3 75 do 5 70 do 7 75 do 2 83 do 4 00 do 6 00 do 1 58 do 2 40 do 4 67 do 10 25 do 3 31 do 4 67 do 1 50 do 2 12 do 3 12 do 1 67 do 2 40 do 3 40 do 5 00 do 7 25 do 90 do 1 20 do 1 75 do 2 58 do	Washington.

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. July 3	1851. June 30	Jesse Williamson—Contin'd	2,000 pounds whiting.....	\$0 $\frac{3}{4}$ per pound.	Philadelphia.
			14 pounds umber.....	10 do	
			14 pounds terra de senna.....	10 do	
			10 pounds gum shellac.....	14 do	
			500 pounds Spanish brown.....	6 do	
			500 pounds white lead.....	7 $\frac{1}{2}$ do	
			300 gallons linseed oil.....	72 do	
			100 gallons spirits turpentine.....	42 do	
			30 gallons bright varnish.....	30 do	
			20 gallons copal varnish.....	1 50 do	
			30 gallons Japan varnish.....	1 30 do	
			3 gallons spirits wine.....	50 do	
			1 glazier's diamond.....	5 00 do	
			8,000 pounds round and square iron.....	2 1-10 do.....	Kittery.
July 5	June 30	John P. Lyman.....	2 dozen pairs 4 by 3 $\frac{1}{2}$ inch brass slip-pin butt hinges and screws.....	10 53 per dozen ..	Philadelphia.
July 5	June 30	Bowlby & Brenner.....	100 pounds 3-inch brass wire.....	25 per pound.	
			2 dozen 1 $\frac{1}{4}$ -inch brass flush rings and screws.....	1 00 per dozen.	
			2 dozen 3-inch brass cabin door hooks.....	2 25 do	
			2 dozen 4-inch...do.....do.....	3 00 do	
			2 dozen 5-inch...do.....do.....	3 75 do	
			3 dozen 2-inch brass cabin plate buttons.....	75 do	
			3 dozen 2-inch brass cabin buttons, round end.....	37 $\frac{1}{2}$ do	
			3 dozen 1 $\frac{3}{4}$ -inch...do.....do.....do.....	31 do	
			6 dozen 1 $\frac{1}{4}$ -inch brass cabin pantry hooks.....	25 do	
			6 dozen 1 $\frac{1}{4}$ -inch brass cabin screw knobs.....	50 do	
			3 dozen 1-inch...do.....do.....	37 $\frac{1}{2}$ do	
			3 dozen $\frac{3}{4}$ -inch...do.....do.....	31 do	
			2 dozen 3-inch brass cabin lamp hooks.....	1 50 do	
			6 dozen 1-inch brass cabin coat and hat hooks.....	2 00 do	
			3 dozen 4 $\frac{1}{2}$ by 3 inch brass upright mortise knob locks...	9 00 do	
			5 gross 1-inch brass screws, No. 10.....	65 per gross.	
			5.....do.....do.....No. 14.....	1 00 do	

[1]

250

July 9 June 30

Storer & Stephenson.....

5....do.....do.....No. 11.....	95	do
5 gross 1½-inch...do.....No. 15.....	1 50	do
40 pounds copper tacks.....	40	per pound.
100 pounds 4-inch composition spikes.....	25	do
6 dozen pairs 3½ by 3 inch iron butt hinges and screws...	1 65	per dozen.
6 dozen pairs 3 by 3 inch...do.....do.....	1 40	do
6 dozen pairs 2-inch...do.....do.....	50	do
5 gross 1-inch iron screws, No. 10.....	20	per gross.
5....do.....do.....No. 12.....	22	do
5....do.....do.....No. 14.....	28	do
5 gross 1½-inch...do...No. 10.....	25	do
5....do.....do.....No. 12.....	30	do
5....do.....do.....No. 14.....	35	do
137 pounds patent sprigs.....	10	per pound.
12 dozen 1-inch mahogany knobs and screws.....	8	per dozen.
6 dozen 1½-inch...do.....do.....	12	do
6 dozen 1¾-inch...do.....do.....	15	do
6 dozen 2-inch...do.....do.....	18	do
200 pounds 6-penny wrought nails, American make.....	9	per pound.
200 pounds 8-penny...do.....do.....	8	do
200 pounds 10-penny...do.....do.....	7	do
200 pounds 12-penny...do.....do.....	7	do
200 pounds 20-penny...do.....do.....	7	do
3 500 pounds finishing...do.....do.....	3½	do
500 pounds 5-inch cut spikes.....	3½	do
500 pounds 6-inch...do.....do.....	3½	do
6 boxes X tin.....	12 00	per box.
6 boxes XX tin.....	13 50	do
100 pounds block tin.....	18½	per pound.
10 pounds ¼-inch iron wire.....	10	do
4 ships' water-closets.....	23 00	each.
4....do.....do.....	20 00	do
300 bolts No. 1 flax canvass.....	11 20	per bolt.....
300 bolts No. 2....do.....	10 30	do
100 bolts No. 3....do.....	9 80	do
10 bolts No. 4....do.....	9 20	do
10 bolts No. 5....do.....	8 50	do
100 bolts No. 6....do.....	7 80	do
50 bolts No. 7....do.....	7 30	do
50 bolts No. 8....do.....	6 70	do
[Each bolt to contain 40 yards in length, and to be 20 inches wide.]		

Brooklyn.

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.		
1850. July 9	1851. June 30	Storer & Stephenson—Cont'd	10 bolts Russia duck.....	\$17 50	per bolt.....	Brooklyn.	
			10 bolts ravens duck.....	6 50	do		
			1,500 pounds flax sewing twine.....	24	per pound.		
			25 pounds whipping twine.....	40	do		
			100 bolts No. 1 flax canvass.....	11 40	per bolt.....		Gosport.
			100 bolts No. 2....do.....	10 50	do		
			100 bolts No. 3....do.....	10 00	do		
			100 bolts No. 6....do.....	7 90	do		
			50 bolts No. 8....do.....	6 70	do		
			[The bolt of 40 yards to be 20 inches wide.]				
July 12	June 30	Daniel Hill.....	1,000 pounds flax sewing twine.....	25	per pound.	Kittery.	
			14 sides bellows leather.....	3 50	per side.....		
July 10	June 30	Bonsal & Burroughs.....	615 pounds rigging leather.....	15	per pound.	Gosport.	
			1 dozen expenditure books.....	48 00	per dozen...		
			1 dozen 3-quire letter-books.....	12 00	do		
			1 dozen 3-quire order books.....	12 00	do		
			25 reams foolscap paper.....	3 00	per ream.		
			25 reams letter paper.....	2 25	do		
			5 reams log paper.....	2 00	do		
			5 reams envelope paper.....	3 00	do		
			2 reams blotting paper.....	1 00	do		
			100 sheets drawing paper.....	5	per sheet.		
			6 dozen pint bottles black ink.....	3 00	per dozen.		
			2 dozen ½-pint bottles red ink.....	1 50	do		
			1 dozen wood inkstands (2 holes).....	4 00	do		
			1....do.....do..... (1 hole).....	1 00	do		
			1 dozen glass inkstands (1 hole).....	3 00	do		
			1 dozen best quality penknives.....	8 00	do		
			3 gross best quality lead pencils.....	4 00	per gross.		
			2 gross best quality red tape.....	3 00	do		
			2 pounds India rubber.....	50	per pound.		
			2 dozen round rulers.....	2 00	per dozen.		
			2 dozen flat rulers.....	1 50	do		

			1 dozen large parallel rulers.....	10 00	do	
			6 dozen camel's hair pencils.....	50	do	
			1 dozen boxes water colors.....	20 00	do	
			1 dozen pounce boxes and pounce.....	2 00	do	
			1 dozen ivory paper knives.....	3 00	do	
			2 dozen wafer seals.....	2 00	do	
July 8	June 30	William Tatem.....	100 cords red oak wood.....	2 74	per cord.	
July 6	June 30	B. & A. J. Smith.....	3,000 gallons pure sperm oil.....	1 06	per gallon...	Brooklyn.
			8,000 pounds pure sperm candles.....	39	per pound.	
July 9	June 30	Chamberlaine & Fuller.....	5 broadaxes.....handled.....	2 00	each.....	Charlestown.
			5 narrow axes.....do.....	75	do	
			2 coopers' axes.....do.....	75	do	
			2 carpenters' adzes.....do.....	1 00	do	
			2 coopers' adzes.....do.....	1 00	do	
			2 hollow adzes.....do.....	1 00	do	
			50 brad-awls.....do.....	2	do	
			50 awls.....do.....	2	do	
			3 braces and bits (48 bits).....	5 00	do	
			2 braces and bits (20 bits).....	2 00	do	
			3 steel-tongued bevets.....	50	do	
			5 bung-borers.....	75	do	
			2 tap-borers.....do.....	25	do	
			2 Dearborn's patent balances.....	4 00	do	
			50,000 iron brads, $\frac{1}{4}$ and $\frac{1}{2}$ inch.....	6	per M.	
			10,000 Randall's brads.....	8	do	
			10 carpenters' compasses.....	10	each.	
			2 sets firmer chisels, $\frac{1}{4}$ to 2 inches, handled.....	2 00	per set.	
			2 sets socket chisels, $\frac{3}{8}$ to 2 inches.....	4 50	do	
			10 brass locks.....	50	each.	
			2 coopers' callipers.....	30	do	
			2 mast callipers.....	75	do	
			3 coopers' crows.....	75	do	
			1 large butcher's cleaver.....	5 00	do	
			2 small butchers' cleavers.....	1 00	do	
			2 glaziers' diamonds.....	4 00	do	
			5 brass dividers.....	50	do	
			2 dozen spike gimlets.....	50	per dozen.	
			2 dozen nail gimlets.....	25	do	
			1 dozen rat-tail files.....	1 00	do	
			1 dozen whip-saw files.....	50	do	
			12 dozen handsaw files.....	1 00	do	
			2 sets firmer gouges.....	2 25	per set.	

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. July 9	1851. June 30	Chamberlaine & Fuller— Continued.	2 sets socket gouges 6 carpenters' gauges 5 gridirons 5 griddles 50 pounds China glue..... 10 broad hatchets..... 10 claw hammers..... 3 wrench hammers..... 10 pair iron hinges..... 1 dozen secretary hinges, with springs..... 12 brass hooks and eyes..... 2 beck irons..... 3 marking irons..... 2 jack-screws..... 5 drawing-knives..... 3 pallet-knives..... 3 putty-knives..... 2 rounding-knives..... 10 sail-knives..... 5 butchers' knives..... 5 cheese-knives..... 5 shoe-knives..... 1 pitch-kettle..... 5 iron tea-kettles..... 5 fish-kettles..... 2 patent leads..... 25 papers sewing needles..... 100 sail needles..... 100 seaming needles..... 100 8-thread needles..... 100 6-thread needles..... 100 4-thread needles..... 100 marline needles.....	\$2 60 per set..... 13 each. 75 do 50 do 12½ per pound. 56 each. 50 do 1 10 do 5 per pair. 5 00 per dozen. 21 each. 5 00 do 50 do 15 00 do 50 do 25 do 17 do 50 do 15 do 25 do 25 do 13 do 1 00 do 50 do 2 00 do 5 00 do 2 per paper. 3 each. 3 do 3 do 3 do 2 do 2 do	Charlestown.

390 pounds iron cut nails.....	3½	per pound.
300 pounds iron wrought nails.....	6	do
6,000 scupper nails.....	50	per M.
10,000 clout nails.....	50	do
5 pair pincers.....	20	each.
4 smoothing planes.....	75	do
4 grooving planes.....	75	do
4 jack planes.....	1 60	do
4 moulding planes.....	75	do
3 plough planes.....	3 00	do
3 astrigal planes.....	1 50	do
2 coopers' block planes.....	2 00	do
12 2-foot rules.....	30	do
5 wood rasps.....	30	do
3 gauging rods.....	1 00	do
10 pounds hose rivets.....	50	per pound.
3 iron spades.....	50	each.
6 screw-drivers.....	20	do
3 steelyards.....	1 00	do
4 handsaws.....	1 25	do
1 pit saw.....	5 00	do
1 cross-cut saw.....	4 00	do
2 wood saws.....	50	do
2 esch saws.....	1 00	do
2 pannel saws.....	75	do
2 compass saws.....	17	do
2 pad saws.....	17	do
2 dove-tail saws.....	1 00	do
2 tennon saws.....	75	do
200 pounds iron deck spikes.....	5	per pound.
5 spoke shaves.....	38	each.
5 bucket shaves.....	42	do
25 cast-steel scrapers.....	40	do
6 trying squares.....	25	do
6 iron squares.....	17	do
1 brass square.....	4 00	do
3 sets tin scales.....	4 00	per set.
5 butchers' steels.....	29	each.
3 can-shaves.....	25	do
3 in-shaves.....	50	do
3 bread sieves.....	1 00	do
3 bread shods.....	50	do

No. 2.—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. July 9	1851. June 30	Chamberlaine & Fuller— Continued.	100,000 tinned tacks.....	\$0 6 per M.....	Charlestown.
			3 bench-vices, large.....	4 00 each.	
			3 small vices.....	1 25 do	
			3 hand-vices.....	50 do	
			3 coopers.....	19 do	
			2 iron safes.....	15 00 do	
			3 sets iron weights, 1 to 4 pound.....	25 per set.	
			3 sets iron weights, 4 to 28 pound.....	1 00 do	
			1 set lead weights, 1 ounce to 1 pound.....	1 00 do	
			200 pounds pig zinc.....	5½ per pound.	
			200 pounds sheet zinc.....	6 do	
			15,500 pounds sheet lead.....	5.40 per pound..	
July 10	June 30	Bonsall & Brother.....	100 feet drawn lead pipe.....	20 per foot.		Gosport.
			5 boxes x x x tin.....	12 00 per box.	
			8,150 pounds composition sheathing nails.....	19.20 per pound.	
			100 barrels bright tar.....	1 85 per barrel.	
			50 barrels black tar.....	1 65 do	
			50 barrels pitch.....	1 25 do	
			25 barrels soft turpentine.....	3 50 do	
			3,000 pounds best clean tallow.....	9 per pound.	
			500 pounds beeswax.....	25 do	
			500 pounds white chalk.....	1 do	
			400 pounds spun cotton.....	12 do	
			40 hanks cod-line, (fine).....	25 per hank.	
			40 hanks cod-line, (stout).....	30 do	
			100 yards green baize.....	30 per yard.	
			20 yards black haircloth.....	1 70 do	
			20 yards black haircloth, 28-inch wide.....	2 00 do	
			50 yards coarse cloth.....	20 do	
July 6	June 30	Williams & Hinman.....	3 sides heavy, oiled pump-leather.....	22 per pound..	Brooklyn.
			1,200 pounds tanned pump-leather.....	22 do	
			200 sides rigging-leather.....	2 25 per side.	
			100 sides bellows-leather.....	2 50 do	

[1]

256

Ex-17

July 22	June 30	Chester P. Knapp.....	10 sides buff-leather.....	2 75	do	
			10 sides white oak tanned sole-leather, 300 pounds.....	23	per pound.	
			30 sides harness-leather.....	4 00	per side.	
			100 best quality sheep-skins.....	1 06	per skin.	
July 22	June 30	Chester P. Knapp.....	200 cords oak wood.....	2 99	per cord...	Pensacola.
			100 cords light wood.....	2 99	do	
July 5	June 30	Alfred E Smith.....	50 tons No. 1 best American gray pig iron.....	23 45	per ton...	Washington.
			200 glasses for air-ports.....	2 25	per glass.	
			4 dozen brass padlocks.....	4 00	per dozen..	Pensacola.
			4 dozen iron padlocks.....	3 00	do	
			2 dozen cupboard-locks.....	2 50	do	
			2 dozen desk-locks.....	2 00	do	
			2 dozen Collins's wood-axes.....	13 00	do	
			4 dozen coppering-hammers.....	6 00	do	
			1 dozen carpenters' claw-hammers.....	4 00	do	
			2 dozen brad-hatchets.....	18 00	do	
			3 dozen 2½-inch brass butt-hinges.....	2 50	do	
			3 dozen 2-inch brass butt-hinges.....	1 50	do	
			3 dozen 1½-inch brass butt-hinges.....	1 50	do	
			4 dozen 4-inch iron hinges.....	1 56	do	
			4 dozen 3-inch iron hinges.....	75	do	
			4 dozen 2½-inch iron hinges.....	50	do	
			4 dozen 2-inch iron hinges.....	44	do	
			½ dozen braces and bits.....	48 00	do	
			½ dozen carpenters' adzes.....	24 00	do	
			1 dozen compasses.....	1 00	do	
			½ dozen steel squares.....	12 00	do	
			½ dozen butchers' steels.....	9 00	do	
			½ dozen tape-lines.....	12 00	do	
			½ dozen monkey-wrenches.....	8 00	do	
			½ dozen glue-ketties.....	15 00	do	
			½ dozen keyhole saws.....	4 00	do	
			6 dozen 12-inch flat bastard files.....	3 50	do	
			6 dozen 14-inch flat bastard files.....	4 75	do	
			1 dozen 12-inch rat-tail files.....	3 50	do	
			1 dozen 8-inch rat-tail files.....	1 87	do	
			12 dozen 8-inch handsaw files.....	1 87	do	
			2 dozen sailmakers' sewing-palms.....	3 00	do	
			2,500 pounds white lead.....	7	per pound.	
			2,500 pounds black paint.....	6	do	
			250 pounds putty.....	6	do	
			50 pounds lampblack.....	12	do	

257

[11]

No. 2.—*List of contracts*—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.	
1850. July 5	1851. June 30	Alfred E. Smith—Continued.	5 gallons spirits wine.....	\$1 00	per gallon..	Pensacola.
			10 pounds ivory black.....	5	per pound.	
			100 feet glass, 16 by 20 inches.....	12	per foot.	
			100 feet glass, 14 by 18 inches.....	12	do	
July 6	June 30	Horton, Cordis & Co.....	100 feet glass, 12 by 14 inches.....	12	do	Charlestown.
			56 hickory brooms.....	17	each.....	
			50 corn brooms.....	17	do	
			50 whitewash brushes.....	1 00	do	
			12 dusting brushes.....	42	do	
			50 paint brushes, No. 1½.....	60	do	
			50 hand scrubbing brushes.....	33	do	
			50 clamp scrubbing brushes.....	33	do	
			10 long-handled tar brushes.....	20	do	
			10 short-handled tar brushes.....	20	do	
			5 pieces white bunting, 40 yards long.....	7 50	per piece.	
			5 pieces blue bunting, 40 yards long.....	7 50	do	
			5 pieces scarlet bunting, 40 yards long.....	7 50	do	
			1 piece yellow bunting, 40 yards long.....	1 00	do	
			5 silver calls.....	4 00	each.	
			30 yards bleached cotton.....	10	per yard.	
			1 set truss-hoops.....	4 50	per set.	
			10 pounds curled hair.....	40	per pound.	
			10,000 pounds ox hides.....	6	do	
			100 feet 2½ inch leather hose.....	66	per foot.	
			54 feet suction hose.....	60	do	
			200 pounds pump-leather.....	15	per pound.	
			70 pounds bellows-leather.....	38	do	
			200 pounds hose-leather.....	5	do	
			50 pounds lampwick yarn.....	20	do	
			3 gross lampwick, wove.....	1 00	per gross.	
			25 chalk-lines.....	4	each.	
			3 tape lines.....	1 50	do	

[1]

July 10

June 30

Tucker, Cooper & Co.....

10 casks lime.....	1 00	do
25 fishing lines.....	42	do
100 dozen Russia mats.....	50	per dozen.
50 gallons whale oil.....	55	per gallon.
30 gallons tar oil.....	20	do
20 mounted roping palms.....	65	each.
20 mounted seaming palms.....	65	do
3 Turkey oilstones.....	1 09	do
3 grindstones, 200 pounds.....	3	per pound.
300 pounds Suffolk tar.....	1 00	per barrel.
5 pounds pitch.....	2 00	do
3 pounds rosin.....	1 50	do
10 pounds thread, white and red.....	75	per pound.
10 pounds shoe thread.....	50	do
25 pounds whipping twine.....	37	do
20 pounds seine twine.....	19	do
20 pounds yellow beeswax.....	33	do
10 pounds mop yarn.....	75	do
25 yards black cotton velvet.....	50	per yard.
6 gallons alcohol.....	1 00	do
500 pounds red lead.....	4	per pound.
500 pounds litharge.....	4	do
2 pounds vermilion.....	50	do
1,000 pounds lampblack.....	3	do
500 pounds whiting (Spanish).....	3	do
100 gallons spirits turpentine.....	25	per gallon.
300 gallons raw linseed oil.....	73	do
10 tons Manilla hemp.....	197 40	per ton.
100 barrels pitch.....	1 45	per barrel.
10 barrels tar.....	2 75	do
10 barrele white turpentine.....	3 25	do
50 gallons fish oil.....	60	per gallon.
30 gallons Florence oil.....	1 10	do
20 pounds British lustre.....	15	per pound.
5 pounds mica.....	4 00	do
2,500 pounds tallow.....	8	do
110 pounds sulphuric acid.....	8	do
110 pounds muriatic acid.....	8	do
10 pounds sal ammoniac.....	18	do
500 pounds beeswax.....	25	do
150 pounds thrums.....	20	do
200 pounds spun cotton.....	15	do

Brooklyn.

259

[1]

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. July 10	1851. June 30	Tucker, Cooper, & Co.—Con.	50 pounds pure curled hair..... 5 yards 30-inch haircloth..... 5 yards 24-inch haircloth..... 5 yards bottle-green cloth..... 30 bundles coopers' flags..... 3 reams heavy brown paper..... 12 2½-inch brass coupling screws..... 12 do do do do..... 24 water-closet cocks..... 24 oil can cocks..... 500 sheets large middle horn..... 5 pieces scarlet bunting, 18 inches..... 5 do do do 12 do..... 5 do do do 9 do..... 5 do do do 4½ do..... 5 pieces white bunting, 18 do..... 5 do do do 12 do..... 5 do do do 9 do..... 5 do do do 4½ do..... 5 pieces blue bunting, 18 do..... 5 do do do 12 do..... 5 do do do 9 do..... 5 do do do 4½ do..... 20 pounds black and white thread..... 150 yards white muslin..... 50 hand lead lines..... 75 leg lines, 80 fathoms..... 500 fishing lines..... 1,000 sailmakers' eaming needles..... 500 sail needles, assorted..... 100 roping palms..... 6 Gunter's scales..... 4 sailmaker's brass squares.....	\$0 35 per pound. 1 75 per yard. 1 40 do 3 00 do 20 per bundle. 3 50 per ream. 2 50 per pair. 2 00 do 1 75 each. 50 do 7 per sheet. 6 25 per piece. 4 25 do 3 25 do 1 75 do 6 25 do 4 25 do 3 25 do 1 75 do 6 25 do 4 25 do 3 25 do 1 75 do 1 00 per pound. 14 per yard. 1 00 each. 80 do 15 do 1 75 per 100. 3 each. 20 do 1 00 do 3 00 do	Brooklyn.

[1]

260

1,500 pounds houseline.....	10	per pound.
1,500 pounds hambroline.....	10	do
1,500 pounds marline.....	10	do
6 barrels oil of tar.....	10 00	per barrel.
500 hickory brooms.....	9 00	per 100.
400 corn brooms.....	20 00	do
6 silver boatswain calls.....	3 50	each.
500 fishhooks.....	1 50	per 100.
500 C. S. ship scrapers.....	30	each.
10 pounds shoe thread.....	75	per pound.
100 pounds lampwick yarn.....	22	do
50 gallons neatsfoot oil.....	1 00	per gallon.
1 China bowl and fixtures for water-closet..	17 50	each.
300 Bath bricks.....	6	do
1 dozen roping palms.....	2 50	per dozen.
1 dozen prickers.....	2 50	do
1 dozen hooks.....	1 75	do
500 6-thread roping needles.....	25	do
500 10-thread roping needles.....	30	do
1,000 seaming needles.....	20	do
2 gross 3-inch iron screws.....	1 50	per gross.
2..do..2½..do....do.....	87	do
2..do..2..do....do.....	60	do
4..do..1½..do....do.....	45	do
4..do..1¼..do....do.....	33	do
4..do..1..do....do.....	30	do
4..do..¾..do....do.....	25	do
100 ship scrapers.....	50 00	per 100.
12 air port glass lights.....	1 06	each.
50,000 copper pump tacks.....	50	per M.
50,000 iron pump tacks.....	20	do
20,000 closet nails.....	30	do
300 sheets lantern horn.....	7½	per sheet.
1,000 pounds brown soap.....	7	per pound.
10 pounds shoe thread.....	70	do
300 pounds 4-penny iron cut nails.....	5	do
25 sides bellows leather.....	2 75	per side.
25 sides rigging leather.....	2 50	do
100 pounds beeswax.....	28	per pound.
20 pounds quicksilver.....	1 25	do
500 pounds tallow.....	9	do
50 pounds lampwick.....	22	do

Pensacola.

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. July 10	1851. June 30	Tucker, Cooper, & Co.—Con.	1,000 pounds hemp wiping-stuff.....	\$0 09 per pound...	Pensacola.
			100 pounds bat cotton.....	15 do	
			200 pounds seine twine.....	35 do	
July 17	June 30	Earp & Randall.....	4,000 pounds sheet lead.....	6½ do	Philadelphia.
			4,000 pounds round iron, 3½ inches diameter.....	2½ do.....	
			9,000 do..... 2½ and 1½ inches diameter.....	2 9-16 do	
			3,000 do..... 5-16 and ¼ inch diameter.....	2½ do	
			2,000 pounds square iron, 3½ inches square.....	2½ do	
			7,000 do..... various dimensions.....	2 9-16 do	
July 29	June 30	Oliver Whittlesey.....	4,000 do..... do.....	2½ do	Washington.
			3,000 do..... do.....	2½ do	
			48,000 pounds flat iron..... do.....	2 9-16 do	
			500 pounds pure dry white lead.....	6 do.....	
July 10	June 30	J. R. Anderson.....	500 do..... red lead.....	6 do	Pensacola.
			100 pounds litharge.....	6 do	
			500 pounds Spanish brown.....	1 do	
			24,060 pounds bar, square, and round iron, various dimensions.....	2.90 do.....	
July 10	June 30	William Lang.....	4,625 pounds boiler iron.....	5½ do	Charlestown.
			1,010 pounds sheet iron.....	5½ do	
			10,000 pounds sperm candles, sixes.....	28½ do.....	
			45,000 pounds pure dry white lead.....	5.90 do	
			3,000 pounds lampblack.....	7 do	
			2,000 pounds red lead.....	5.90 do	
			2,000 pounds litharge.....	5.90 do	
			2,000 pounds yellow ochre.....	2 do	
			20 pounds rottenstone.....	2 do	
			5 pounds Van Dyke brown.....	25 do	
			1,500 pounds Spanish brown.....	1½ do	
			20 pounds sugar of lead.....	25 do	
			10 pounds India red.....	1 00 do	
			5,000 pounds whiting.....	1 do	
			15 pounds pumice stone.....	16 do	

			300 pounds patent dyer	10	do	
			4,000 gallons pure linseed oil.....	70	per gallon.	
			500 gallons spirits turpentine.....	35	do	
			40 gallons best copal varnish.....	1 50	do	
			40 gallons harness varnish.....	1 50	do	
			6 gallons coach varnish.....	2 50	do	
			140,800 pounds square, round, and flat iron, various di- mensions.....	2.47	per pound..	Gosport.
			5,000 pounds plate iron.....	3 $\frac{1}{2}$	do	
			13,000 pounds hoop iron.....	3 $\frac{1}{2}$	do	
July 13	June 30	Timberlake & Ricketts.....	5 bolts No. 3 flax canvass.....	10 75	per bolt....	Kittery.
			24 bolts No. 4....do.....	10 00	do	
			17 bolts No. 7....do.....	7 50	do	
			14 bolts No. 8....do.....	6 75	do	
			1 bolt Russia	10 00	do	
			1 bolt ravens duck.....	7 00	do	
			180 pounds 2-thread flax twine.....	26	per pound.	
			1 bolt No. 1 cotton canvass.....	9 50	per bolt.	
			20 bolts No. 6....do.....	8 00	do	
			1 bolt No. 7....do.....	8 00	do	
			21 bolts No. 8....do.....	7 50	do	
			1 bolt No. 9....do.....	6 75	do	
			4 bolts No. 10....do.....	6 25	do	
			8 bolts bag canvass.....	18 00	do	
			11 bolts hammock-stuff.....	23 00	do	
			170 pounds cotton sewing twine.....	27	per pound.	
			25 bolts No. 2 cotton canvass.....	9 25	per bolt....	Gosport.
			50 bolts No. 4....do.....	8 75	do	
			50 bolts No. 5....do.....	8 50	do	
			100 bolts No. 6....do.....	8 25	do	
			25 bolts No. 9....do.....	7 00	do	
			25 bolts No. 10....do.....	6 25	do	
			100 bolts hammock canvass.....	25 00	do	
Aug. 6	June 30	Bonsal & Brother.....	300 pounds cotton whipping twine.....	30	per pound.	
			6 dozen brad-awls, handled.....	1 00	per dozen.	
			6 dozen narrow axes, handled.....	8 00	do	
			1 dozen wooden braces, 48 bits each.....	48 00	do	
			1 dozen iron braces, 20 bits each.....	30 00	do	
			2 dozen dusting brushes.....	5 00	do	
			2 dozen varnish brushes.....	5 00	do	
			8 dozen paint brushes, 0000, fine-ground.....	5 00	do	
			8.....do.....0000, coarse-ground.....	5 00	do	

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. Aug. 6	1851. June 30	Bonsal & Brother—Cont'd..	8 dozen whitewash brushes..... 26 dozen hand scrubbing brushes..... 30 dozen clamp.....do..... 6 dozen short-handled tar brushes..... 3 dozen long-handled tar brushes..... 40 dozen hickory brooms..... 50 dozen corn brooms..... 25 dozen plain brass buttons..... 1 dozen silver calls..... 4 dozen hand bellows..... 1 dozen carpenters' compasses..... 6 dozen bass cocks..... 1 dozen coopers' callipers..... 1 dozen spring callipers..... 3 pounds catgut..... 10 pounds crocus mortis..... 1 dozen clamp screws..... 1 dozen glaziers' diamonds..... 1 dozen brass dividers..... 1 dozen iron dividers..... 3 sets dies, letters and figures..... 50 pounds fine emery..... 50 pounds coarse emery..... 6 gross hand-saw files..... 150 yards fearnought..... 150 pounds glue..... 1 dozen gauges..... 50 dozen fishing hooks..... 4 dozen hatchets..... 800 sheets horn..... 300 pairs 4-inch brass butt-hinges..... 240 pairs 3½-inch brass....do..... 250 pairs 3-inch brass....do.....	\$5 00 per dozen... 1 50 do 1 50 do 2 50 do 3 00 do 1 00 do 2 00 do 20 do 25 00 do 50 each. 5 00 per dozen. 5 00 do 5 00 do 8 00 do 1 00 per pound. 15 do 5 00 per dozen. 25 00 do 5 00 do 5 00 do 15 00 per set. 10 per pound. 10 do 6 00 per gross. 50 per yard. 10 per pound. 2 00 per dozen. 10 do 10 00 do 5 per sheet. 60 00 per 100 pair. 30 00 do 20 00 do	Gosport.

111

264

50 pairs brass desk hinges.....	10 00	do
14 pairs brass screw hooks.....	25	per dozen.
8 pairs brass clothes hooks.....	1 50	do
4 pairs shoe knives.....	50	each.
1 pair pitch kettles.....	10 00	do
1 pair sail knives.....	2 00	do
2 pairs butcher knives.....	2 00	per pair.
2 pairs cheese knives.....	3 00	do
60 dozen iron cupboard locks.....	1 00	per dozen.
23 dozen iron padlocks.....	1 00	do
6 dozen iron case pin brass knob locks.....	5 00	do
50 dozen iron drawer locks.....	1 00	do
6 dozen iron closet locks, 4 inches long.....	3 00	do
6 dozen iron closet locks, 6 inches long.....	3 00	do
8 dozen brass closet locks, 3 inches long.....	6 00	do
8 dozen keys for door locks.....	50	do
1 dozen linen tape lines.....	30 00	do
6 dozen fishing...do.....	1 00	do
2 dozen coasting...do.....	60 00	do
3 dozen log...do.....	12 00	do
25 papers sewing needles.....	25	per paper.
2 dozen hand lead lines.....	12 00	per dozen.
1,000 seaming needles.....	20 00	per M.
1,000 4-thread...do.....	20 00	do
1,000 6-thread...do.....	20 00	do
1,000 8-thread...do.....	20 00	do
500 marline...do.....	20 00	do
4,200 pounds iron cut nails.....	4	per pound.
2,100 pounds wrought nails.....	6	do
100 pounds 30-penny copper cut nails.....	25	do
750 pounds 12-penny...do.....	25	do
1,400 pounds 10-penny...do.....	25	do
2,000 pounds 8-penny...do.....	25	do
900 pounds 6-penny...do.....	25	do
100 pounds 3-penny...do.....	25	do
20,000 1-inch clout nails.....	70	per M.
5,000 1½-inch...do.....	1 00	do
10,000 1½-inch...do.....	1 00	do
53,000 1½-inch copper brads.....	40	do
40,000 1½-inch...do.....	40	do
30,000 1½-inch...do.....	20	do
2 dozen pincers.....	5 00	per dozen.

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. Aug. 6.	1851. June 30	Bonsal & Brother—Cont'd..	2 dozen plyers..... 12 reams sand paper..... 2 dozen sail prickers..... 4 dozen sewing palms..... 4 dozen roping palms..... 2 dozen wood rasps..... 2 dozen sheep shears..... 4 dozen iron shovels..... 3 dozen iron spades..... 8 dozen ship scrapers..... 1 dozen Gunter's scales..... 1 dozen panel saws..... 2 dozen tennon saws..... 2 dozen wood saws..... 2 dozen hack saws..... 2 dozen sash saws..... 2 dozen handsaws..... 2 dozen dovetail saws..... 2 dozen smoothing planes..... 1 dozen grooving planes..... 1 dozen long jointer planes..... 1 dozen short jointer planes..... 1 dozen jack planes..... 1 dozen bead planes..... 2 dozen astrigal planes..... 2 dozen coopers' short jointer planes..... 1 dozen spoke shaves..... 1 dozen trying squares..... 1 dozen screw plates, 6 taps..... 1 dozen sail stabbers..... 50 pounds brass solder..... 30 pounds pewter solder..... 10 pounds sal ammoniac.....	\$4 00 per dozen. 2 00 per ream. 5 00 per dozen. 9 00 do 9 00 do 3 00 do 3 00 do 5 00 do 5 00 do 5 00 do 5 00 do 3 00 do 9 00 do 9 00 do 9 00 do 9 00 do 9 00 do 9 00 do 10 00 do 10 00 do 10 00 do 10 00 do 10 00 do 10 00 do 10 00 do 10 00 do 10 00 do 10 00 do 10 00 do 5 00 do 6 00 do 10 00 do 5 00 do 40 per pound. 20 do 20 do	Gosport.

[1]

Sept. 16

June 30

William N. Clem.....

3,000 14-ounce copper tacks.....	50	per M.
12,000 16-ounce..... do.....	50	do
6,000 $\frac{1}{2}$ -ounce do.....	50	do
12,000 $\frac{2}{3}$ -ounce.....do.....	50	do
64,000 1-ounce.....do.....	40	do
116,000 iron cut pump tacks.....	6	do
600 iron welded thimbles.....	5	each
100 pounds No. 17 copper wire.....	30	per pound.
20 pounds $\frac{1}{4}$ -inch diameter..do.....	30	do
20 pounds 5-16-inch do...do.....	30	do
20 pounds $\frac{3}{8}$ -inch...do...do.....	30	do
200 pounds brass wire.....	25	do
50 pounds No. 17 iron wire.....	5	do
250 pounds various Nos. iron wire.....	5	do
1 dozen large bench vices.....	20 00	per dozen.
1 dozen small..do...do.....	10 00	do
1 dozen hand.....do.....	20 00	do
12 sets iron weights, $\frac{1}{4}$ ounce to 4 pounds.....	25	per set.
6 sets zinc...do.....do.....	1 00	do
500 pounds cast-steel.....	16	per pound.
500 pounds blister steel.....	10	do
300 pounds German steel.....	10	do
50 pounds spring steel.....	10	do
2 dozen copper tea-kettles.....	20 00	per dozen.
2 dozen iron tea-kettles.....	10 00	do
4 dozen stew-pans.....	8 00	do
1 dozen gridirons.....	9 00	do
2 dozen waffle irons.....	5 00	do
106 gross iron screws, various sizes and numbers, to be of drawn wire.....	40	per gross.
10 gross 2 $\frac{1}{2}$ -inch brass screws, Nos. 14 and 16.....	2 00	do
55 gross brass screws, various numbers.....	1 00	do
3,200 pounds iron cut nails, various sizes.....	3 $\frac{1}{2}$	per pound...
200 pounds iron cut nails, 3-penny, fine.....	6 $\frac{1}{2}$	do
400 pounds wrought-iron nails, various sizes.....	9	do
100 pounds wrought-iron nails, 6-penny.....	10	do
800 pounds wrought-iron boat nails.....	9	do
200 pounds wrought-iron boat nails, 6-penny.....	10	do
100 pounds wrought iron boat nails, 4-penny.....	15	do
500 pounds copper cut nails.....	27	do
200 pounds copper cut nails, 10-penny.....	28	do
200 pounds copper cut nails, 8-penny.....	28	do

Brooklyn.

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. Sept. 16	1851. June 30	Wm. N. Clem—Continued..	100 pounds copper cut nails, 6-penny..... 100 pounds copper cut nails, 4-penny..... 20 pounds 1½-inch wrought-iron clout nails..... 40 pounds 1-inch wrought-iron clout nails..... 200 pounds fine finishing nails..... 50,000 8-ounce iron cut tacks..... 50,000 10-ounce iron cut tacks..... 50,000 12-ounce iron cut tacks..... 10,000 14-ounce iron cut tacks..... 20,000 1½-ounce copper cut tacks..... 20,000 ¾-ounce copper cut tacks..... 20,000 ½-ounce copper cut tacks..... 60,000 1-ounce copper wrought tacks..... 20,000 ¾-ounce copper wrought tacks..... 20,000 ½-ounce copper wrought tacks..... 16,000 ¾-ounce copper wrought tacks..... 10,000 1½-ounce iron cut brads..... 10,000 1¼-ounce iron cut brads..... 10,000 1-ounce iron cut brads..... 10,000 ¾-ounce iron cut brads..... 30,000 scupper nails..... 144 pounds sheet brass..... 21 pounds sheet brass..... 66 pounds sheet brass..... 20 dozen candlestick slides..... 40 dozen lamp screws..... 10 yards brass jack chain..... 2,000 3¼-inch iron sheave rivets..... 3,000 2-inch iron sheave rivets..... 3,000 1½-inch iron sheave rivets..... 60,000 iron turned rivets..... 50 pounds copper rivets..... 5 gross 2-inch iron screws, assorted numbers.....	\$0 29 per pound... 30 do 30 do 30 do 9 do 5 per M. 6 do 7 do 8 do 75 do 75 do 75 do 1 75 do 1 63 do 1 63 do 1 50 do 16 do 14 do 12 do 10 do 75 do 20 per pound. 20 do 22 do 18 per dozen. 6 do 25 per yard. 8 00 per M. 4 00 do 3 75 do 50 do 50 do 55 per gross.	Brooklyn.

111

238

5 gross 1/4-inch . . . do do	30	do
5 gross 1/4-inch . . . do do	25	do
5 gross 1/2-inch . . . do do	20	do
5 gross 3/4-inch . . . do do	15	do
5 gross 1-inch . . . do do	15	do
5 gross 1 1/4-inch . . . do do	18	do
5 gross 2-inch brass screws . . . do	1 60	do
5 gross 1 1/2-inch . . . do do	1 20	do
5 gross 1 3/4-inch . . . do do	90	do
5 gross 1-inch . . . do do	60	do
5 gross 3/4-inch . . . do do	50	do
5 gross 1/2-inch . . . do do	45	do
5 gross 1/4-inch . . . do do	40	do
20 pairs 4 by 4-inch brass butt hinges	85	per pair.
50 pairs 4 by 3-inch . . . do do	60	do
5 pairs 3-inch . . . do do	40	do
5 pairs 2 1/2-inch . . . do do	35	do
5 pairs 2-inch . . . do do	30	do
24 pairs 3-inch iron butt hinges	6	do
150 pounds iron wire, various numbers	6	per pound.
100 . . . do . . . do . . . do . . . do . . . do . . .	6	do
10 pounds brass wire, 1/4-inch	30	do
2 dozen 3-inch mortise closet locks	5 00	per dozen.
7 dozen 4 1/2-inch upright mortise locks, wrought-iron, and mineral knobs	12 50	do
1 dozen 5-inch upright mortise locks, wrought-iron, and mineral knobs	15 00	do
6 dozen 3-inch iron closet locks	2 00	do
6 dozen 3-inch iron drawer locks	2 00	do
6 dozen 4 inch . . . do do	3 00	do
1 dozen 6-inch wrought-iron dead locks	5 00	do
12 dozen 3-inch iron padlocks	5 00	do
3 dozen 3-inch brass padlocks	12 00	do
10 dozen blank iron drawer-lock keys	50	do
10 dozen blank composition keys	1 38	do
1 dozen 4-inch closet locks	2 00	do
8 dozen 4-inch brass cabin door hooks	2 50	do
2 dozen 4-inch brass flush bolts	2 00	do
3 dozen 6-inch bulkhead bolts	6 00	do
3 dozen 1 1/2-inch brass table castors	2 00	do
3 dozen 1 1/2-inch brass table fastenings	3 00	do
14 dozen 1/2-inch brass screw knobs	18	do

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. Sept. 16	1851 June 30	Wm. N. Clem—Continued..	30 dozen 2-inch mahogany knobs..... 50 pounds plate zinc..... 100 pounds glue..... 12 gridirons..... 12 griddles .. 20 iron teakettles..... 10 fish-kettles..... 12 cooks' iron ladles..... 20 frying-pans..... 50 stew-pans, 1 to 10 quarts..... 6 camp-kettles..... 12 waffle irons..... 12 butchers' knives..... 6 gauging rods..... 12 bread shovels..... 6 butcher's steels..... 12 sets lead weights, 1 oz. to 1 lb..... 3 sets iron weights, 4 lbs. to 28 lbs..... 6 sets shovels, tongs, and pokers..... 3 dozen wood axes, handled..... 6 carpenter's adzes, handled..... 6 carpenter's hollow adzes, handled..... 50 brad awls, handled..... 50 shoe awls, handled..... 12 wire awls, handled..... 3 cooper's adzes, handled..... 3 cooper's broadaxes, handled..... 12 wood braces and bits..... 3 iron braces and bits..... 6 bung borers..... 6 tap borers..... 3 patent balances..... 12 carpenter's compasses.....	\$0 12 per dozen... 5 per pound. 20 do 1 00 each. 1 00 do 1 00 do 2 50 do 75 do 60 do 75 do 1 50 do 75 do 25 do 50 do 50 do 50 do 60 per set. 2 00 do 1 00 do 12 00 per dozen. 2 00 each. 2 00 do 6 do 3 do 6 do 2 00 do 3 00 do 6 00 do 2 50 do 75 do 50 do 5 00 do 18 do	Brooklyn.

[1]

270

72 firmer chisels, handled.....	30	do
72 socket chisels, handled.....	60	do
12 brass bib cocks, $\frac{1}{2}$ -inch.....	75	do
6..do...do... $\frac{3}{4}$ -inch.....	1 50	do
6 cooper's crows.....	1 00	do
3 pair sailmaker's dividers.....	1 00	do
6 glazier's diamonds.....	1 00	do
2 dozen flat files, fine, 10-inch.....	3 00	per dozen.
2..do...do...do...12-inch.....	4 50	do
2..do...do...do...8-inch.....	2 00	do
2..do...do...do...14-inch.....	6 50	do
1 dozen flat bastard files, fine, 8-inch.....	1 75	do
1..do...do...do...do...10-inch.....	2 25	do
1..do...do...do...do...12-inch.....	3 25	do
1..do...do...do...do...14-inch.....	5 25	do
1..do...half-round..do...8-inch.....	2 00	do
1..do...do...do...do...10-inch.....	2 50	do
1..do...do...do...do...12-inch.....	3 75	do
1..do...do...do...do...14-inch.....	5 25	do
1..do...round...do...3-inch.....	60	do
1..do...do...do...do...4-inch.....	80	do
1..do...do...do...do...5-inch.....	1 00	do
1..do...do...do...do...6-inch.....	1 50	do
1..do...do...do...do...8-inch.....	1 75	do
1..do...do...do...do...10-inch.....	2 50	do
2 dozen 14-inch wood rasps.....	5 00	do
3 dozen taper saw files, 3-inch.....	75	do
3..do...do...do...4-inch.....	80	do
3..do...do...do...5-inch.....	1 00	do
3..do...do...do...6-inch.....	1 50	do
3..do...do...do...7-inch.....	1 80	do
3..do...do...do...8-inch.....	2 25	do
6..do...cross-cut saw files.....	1 50	do
10 dozen nail gimlets.....	37	do
5 dozen spike gimlets.....	1 00	do
6 dozen firmer gouges, handled.....	3 50	do
6 dozen socket gouges, handled.....	6 00	do
1 dozen carpenter's gauges.....	2 00	do
4 dozen claw hammers.....	5 00	do
$\frac{1}{2}$ dozen screw-wrench hammers.....	30 00	do
3 dozen sail knives.....	3 00	do
2 dozen drawing knives.....	18 00	do

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. Sept. 16	1851. Jan. 30	Wm. N. Clem—Continued..	1 dozen pallet knives $\frac{1}{2}$ dozen glue kettles, copper..... $\frac{1}{4}$ dozen pitch kettles..... $\frac{1}{2}$ dozen rounding knives..... $\frac{1}{2}$ dozen hollowing knives..... 1 dozen tape lines, 100 feet..... 1 dozen pitch lades..... 1 dozen pincers..... 2 dozen smoothing planes..... 1 dozen grooving planes..... 1 dozen short jointer planes..... 2 $\frac{1}{2}$ dozen jack planes..... 1 dozen moulding planes..... $\frac{1}{2}$ dozen plough planes and bits..... 1 dozen astrigal planes..... $\frac{1}{2}$ dozen pair match planes..... 4 cooper's long jointers..... 6 cooper's short jointers..... 2 dozen 2-feet rules..... 6 dozen steel shovels..... $\frac{1}{2}$ dozen steelyards..... 3 dozen handsaws..... 1 dozen wood saws, framed..... 1 dozen sash saws, framed..... 1 $\frac{1}{2}$ dozen panel saws..... 1 $\frac{1}{2}$ dozen key-hole saws and pads..... 2 dozen tennon saws..... $\frac{1}{2}$ dozen dovetail saws..... 1 dozen hack saws..... 4 jack screws..... 12 spoke shaves..... 4 Turkey oil stones..... 12 trying squares.....	\$7 00 per dozen. 18 00 do 24 00 do 12 00 do 12 00 do 12 00 do 12 00 do 3 50 do 10 50 do 6 00 do 15 00 do 12 00 do 6 00 do 36 00 do 6 00 do 15 00 do 4 00 do 3 00 do 5 00 do 9 00 do 18 00 do 12 00 do 4 50 do 18 00 do 12 00 do 12 00 do 23 00 each. 75 do 25 do 50 do	Brooklyn.

[1]

272

			12 cast-steel squares.....	1 00	do	
			12 saw sets.....	25	do	
			12 hand vices.....	50	do	
			6 bucket shaves.....	50	do	
			6 can shaves.....	50	do	
			6 cooper's vices.....	18	do	
			24 24-inch scale beams.....	2 00	do	
			12 18-inch.....do.....	50	do	
			3 sheep shears.....	50	do	
			12 screw plates and taps.....	1 00	do	
			6 screw plates for fuges.....	2 00	do	
			3 pairs tinner's shears.....	5 00	do	
			3 pairs tinner's iron stakes.....	5 00	do	
			3 pairs tinner's edging stakes.....	3 75	do	
			3 tinner's planishing stakes.....	3 00	do	
			200 pounds best cast steel.....	18	per pound.	
			200 pounds best German steel.....	12	do	
			6 cooper's beak irons.....	1 00	each.	
1849.	1850.	J. G. Hayden.....	44 tons best quality St. Domingo lignumvita, various dimensions.....	57 00	per ton.	
Sept. 18	Dec. 30					
1850.	1851.	John Nash.....	30,000 cubic feet white oak plank stocks.....	37	per cubic ft....	Charlestown.
Oct. 9	Dec. 30		2,000 cubic feet white oak curve timber.....	75	do	
			3,000 cubic feet white oak butt pieces.....	37	do	
			210 inches white oak cheek knees.....	1 25	per inch.	
			140 inches white oak knees for cat heads.....	1 50	do	
			611 cubic feet white oak beams.....	45	per cubic ft.	
			310.....do.....do.....	45	do	
			3,000 cubic feet white oak butt pieces.....	33	do	
			20,000 cubic feet white oak plank stocks.....	22	49-100 per c. ft.	Gosport.
			15,600 cubic feet white oak thick stuff.....	35 00	per M.	
			50 white oak knees to side from 3 to 5 inches.....	1 50	each.	
			5,000 white oak hogshead staves.....	40 00	per M.	
			3,000 white oak hogshead heading.....	40 00	do	
			5,000 white oak barrel staves.....	25 00	do	
			3,000 white oak barrel heading.....	25 00	do	
			12 white oak or hickory butts.....	1 25	each.	
			16 hickory butts.....	1 25	do	
			1,325 inches white oak knees.....	1 25	per inch.....	Pensacola.
Oct. 5	Dec. 30	J. M. Drewrey.....	200 hickory capstan bars.....	75	each.....	Gosport.
			150 hickory handspikes.....	50	do	

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850.	1851.				
Oct. 5	Dec. 30	J. M. Drewrey—Continued.	10,500 feet cypress boat boards.....	\$24 00 per M.	Gosport.
Oct. 8	Dec. 30	D. D. Simmons.....	10,000 feet elm for gun trucks.....	4 per foot.	
			4,300 feet elm boat boards.....	3½ do	
			39,100 feet white ash boards and planks.....	3 do	
Oct. 11	Dec. 30	Bonsal & Brother.....	36 tons lignumvitæ, various dimensions.....	46 50 per ton.....	Brooklyn.
			8.....do.....do.....do.....	57 50 do.....	Gosport.
Oct. 11	Dec. 30	Wm. G. Gunnell.....	3,000 cubic feet white oak logs.....	30 per cubic ft....	Washington.
			900 cubic feet white pine logs.....	14 do	
			20,000 cubic feet white oak boards and planks.....	34 00 per M.	
			2,000 cubic feet 3-inch white ash plank.....	34 00 do	
			3,000 cubic feet 2½-inch.....do.....do.....	33 00 do	
			4,000 cubic feet 2-inch.....do.....do.....	34 00 do	
			6,000 cubic feet 1½-inch.....do.....do.....	39 00 do	
			500 cubic feet ¾-inch white pine prime plank.....	40 00 do	
			1,000 cubic feet 3-inch.....do.....do.....	44 00 do	
			500 cubic feet 4-inch.....do.....do.....do.....	42 00 do	
			500 cubic feet ¾-inch black walnut.....do.....	7 per foot.	
			500 cubic feet 1-inch.....do.....do.....do.....	4 do	
			500 cubic feet 1½-inch.....do.....do.....do.....	6 do	
Oct. 16	Dec. 30	John R. Chapman.....	34,000 cubic feet southern yellow pine.....	24 00 per cubic ft....	Charlestown.
			45,000.....do.....do.....do.....	24 00 do.....	Gosport.
Oct. 25	Dec. 30	J. H. Taylor & Co.....	24 1st quality white ash oars, 18 feet long.....	1 08 each.....	Kittery.
			56.....do.....do.....do.....16.....do.....	1 60 do	
			50.....do.....do.....do.....14.....do.....	70 do	
			32.....do.....do.....do.....13.....do.....	65 do	
			24 rough hickory burs.....	2 00 do	
Oct. 7	Dec. 30	James Bigler.....	13,000 feet white oak plank and boards.....	39 00 per M.....	Brooklyn.
			57,000 feet white pine.....do.....do.....	34 50 do	
			5,000 feet 1½-inch merchantable white pine plank.....	31 60 do	
			500 merchantable Albany piece plank.....	40 each.	
			300.....do.....boards.....	30 do	
			51,500 feet ash plank.....	25 60 per M.	
			18,000 feet cypress plank and boards.....	30 00 do	

111

274

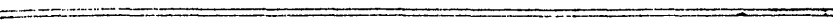
			3,200 feet walnut and maple	44 50	do	
			40,000 feet white pine plank and boards	39 00	do	Philadelphia.
			6,000 feet ask plank.....	25 00	do	
			5,000 feet black walnut	45 00	do	
			4,500 feet white oak boat boards and plank	40 00	do	
Oct. 10	Dec. 30	G. G. Bogert.....	300 cubic feet yellow locust.....	1 30	per cubic ft.	
			2½ tons lignumvite, various sizes	78 00	per ton.....	Kittery.
			100 white ash oars, 16 feet long.....	95	each.....	Brooklyn.
			200.....do.....15.....do.....	85	do	
			200.....do.....14.....do.....	75	do	
			200.....do.....13.....do.....	70	do	
			100.....do.....12.....do.....	60	do	
			75.....do.....11.....do.....	55	do	
			25.....do.....10.....do.....	50	do	
Oct. 4	Dec. 30	Alpheus Fobes.....	600 feet white pine plank boards, 1¼-inch thick.....	3 5-10	per foot...	Gosport.
			600.....do.....do.....1½.....do.....	3 6-10	do	
			1,200.....do.....do.....1.....do.....	3 6-10	do	
			4,000.....do.....do.....4.....do.....	3 6-10	do	
			5,000.....do.....do.....3.....do.....	3 6-10	do	
			5,000.....do.....do.....2½.....do.....	3 6-10	do	
			75,000.....do.....do.....2.....do.....	3 5-10	do	
			35,000.....do.....do.....1½.....do.....	3 5-10	do	
			75,000.....do.....do.....1.....do.....	3 5-10	do	
			70,000.....do.....do.....¾.....do.....	3 5-10	do	
			15,000 feet 2d quality.....do.....2.....do.....	2 6-10	do	
			15,000.....do.....do.....1.....do.....	2 6-10	do	
Oct. 21	Dec. 30	Samuel P. Brown.....	5,000 feet white pine plank stocks.....	30	do	
			20 spruce spars, 9 inches in diameter.....	1 80	each	
			20.....do.....8.....do.....	1 60	do	
			30.....do.....7.....do.....	1 40	do	
			50.....do.....6.....do.....	1 20	do	
			60.....do.....5.....do.....	1 60	do	
			150 poles, 2½ to 4.....do.....	30	do	
			6 spruce piece sticks, 14.....do.....	18 00	do	
			8.....do.....do.....14.....do.....	10 00	do	
			15.....do.....do.....11.....do.....	6 00	do	
			25 black spruce spars, 16.....do.....	30 00	do.....	Pensacola.
			25.....do.....do.....12.....do.....	8 00	do	
			25.....do.....do.....8.....do.....	3 00	do	
			25.....do.....do.....7.....do.....	3 00	do	
Oct. 22	Dec. 30	Miles J. Herrington.....	60,000 feet yellow pine boards and plank.....	11 50	per M.	
Oct. 11	Dec. 30	Alexander McVoy.....	70,000 feet white.....do.....do.....	41 50	do	

No. 2—List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850.	1851.				
Oct. 11	Dec. 30	Alexander McVoy—Con'd.	15,000 feet cypress boards.....	430 00 per M.....	Pensacola,
Oct. 18	Dec. 30	Neil Wilkinson.....	30,000 feet white oak boards and plank.....	39 97 do	
Sept. 10	June 30	William Lang.....	2,500 pounds pure sperm candles.....	40 per pound.	
	1850.				
Nov. 4	Nov. 11	William T. Dove.....	800 tons Cumberland coal.....	5 47 per ton....	Philadelphia.
June 7	.....	James Montgomery.....	Patent right for steam boiler.....	1,000	
Nov. 18	Dec. 30	Ward & Keefer.....	30,000 feet (No. 1) 1st quality white pine.....	35 00 per M feet..	Charlestown.
			30,000 feet (No. 2) 2d quality white pine.....	25 00 do	
			132,000 feet white oak plank.....	3½ per foot.	
			18,000 do do do various dimensions.....	5 do	
			500 cubic feet 1st quality elm timber.....	25 per cubic ft.	
			10,000 cubic feet white ash plank.....	3½ do	
			1,500 cubic feet black walnut.....	3½ do	
			100 rough hickory bars.....	40 each.....	Brooklyn.
			20 white heart hickory butts.....	1 50 do	
			4,000 prime white oak staves.....	5 do	
			2,000 white ash barrel staves.....	3½ do	

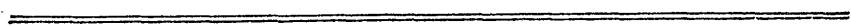
[1]

276



ABSTRACT OF OFFERS
MADE
TO FURNISH NAVAL SUPPLIES,
COMING
UNDER THE COGNIZANCE
OF THE
BUREAU OF CONSTRUCTION, EQUIPMENT, AND REPAIR;
EXHIBITING,

In scales from No. 1 to No. 12, inclusive, as well those which were accepted as those which were rejected, between the 14th of November, 1849, (date of last report,) and the 14th of November, 1850: reported in obedience to the act of Congress of March 3, 1843.



No. 1.—Scale of offers to furnish supplies for the fiscal year ending June 30, 1851, at the navy-yard at Kittery, Maine, under advertisement of May 6, 1850. (Offers received to June 10.)

Offers.	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 5.	Class No. 6.
	Iron.	Hardware.	Flax canvass.	Cotton canvass	Paints.	Leather.
Aggregate amounts.						
1 Alfred E. Smith	\$360 00	\$340 39	.....	.....	\$657 30	.....
2 Ralph C. Cutter .....	.....	378 95	.....	\$1,070 80	683 00	\$298 50
3 John A. Higgins	505 00	630 25	\$241 00	1,129 00	668 00	302 00
4 Timberlake & Ricketts .....	.....	338 83	579 55	809 65	.....	.....
5 Daniel Hill .....	.....	.....	.....	.....	.....	141 25
6 Storer & Stepherson .....	.....	.....	623 40	880 50	.....	.....
7 Chamberlain & Fuller	263 75	.....	.....	.....	.....	.....
8 D. M. Wilson & Co.	240 00	.....	.....	.....	.....	.....
9 George P. Folsom. (Informal; omits to sign the offer.)	.....	.....	.....	.....	.....	.....
10 Richard Jenness	240 00	346 66	670 95	1,179 19	529 50	145 98
11 John H. Pearson .....	.....	.....	.....	949 60	.....	.....
12 John P. Lyman	168 00	.....	.....	.....	.....	.....
13 William Lang	260 00	372 97	.....	.....	539 15	180 70
14 S. G. Bogert	286 25	.....	.....	.....	582 10	188 20
15 A. S. & D. J. Morse .....	.....	327 24	.....	.....	.....	.....
16 Spaulding & Parrott	208 00	.....	.....	.....	.....	.....
17 Chamberlain & Fuller .....	.....	357 26	.....	.....	.....	.....
18 Grantt & Barton .....	.....	.....	640 10	.....	.....	.....

Accepted.—Offer No. 12, of John P. Lyman, for class No. 1; No. 15, of A. S. & D. J. Morse, for class No. 2; No. 4, of Timberlake & Ricketts, for class No. 3 and class No. 4; No. 10, of Richard Jenness, for class No. 5; No. 5, of Daniel Hill, for class No. 6.

JUNE 18, 1850.

Offers opened on the 11th, 12th, and 13th of June, 1850, in presence of—

CHARLES WM. SKINNER,
Chief of the Bureau of Construction, Equipment, and Repair.

CHAS WM. SKINNER,
P. C. JOHNSON,
JOHN H. REILY.

[1]

278

No. 2.

Scale of offers to furnish supplies for the fiscal year ending June 30, 1851, at the navy-yard at Charlestown, Massachusetts, under advertisement of May 6, 1850. (Offers received to June 10.)

	Offers.	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 5.	Class No. 6.	Class No. 7.
		Hardware.	Ship chandlery.	Paints and oils.	Sperm candles.	10 tons Manilla hemp.	Stationery.	Fuel—wood and coal.
Aggregate amounts.								
1	John A. Higgins.....	\$894 95	\$2,349 85	\$506 00	\$4,500 00	\$2,190 00		
2	Daniel S. Grice.....			400 12				
3	George N. Davis.....	584 98						
4	Oakman & Elbridge.....							\$500 00
5	Alfred E. Smith.....		3,695 16	510 06	4,400 00			
6	D. & A. Kingsland & Co.....				3,900 00			
7	John K. Graham.....			421 25				
8	Storer & Stephenson.....					1,999 50		
9	John Marsh.....						\$257 58	
10	Nathan Merrill.....						315 93	
11	A. S. & D. J. Morse.....	774 05						
12	Robert Todd.....							481 25
13	George W. Shaw.....	507 19	1,744 68	369 30	3,700 00	2,000 00		
14	Chamberlain & Fuller.....	481 33						
15	James M. Shaw.....				3,975 00	2,016 00		
16	C. Allen Browne.....			343 60		2,120 00		
17	William Lang.....	529 72	1,740 32	370 48	2,875 00	2,128 00		506 25
18	Horton, Cordis, & Co.....	581 77						
19	Do.....do.....			324 75				
20	Do.....do.....		1,572 41					
21	Do.....do.....				3,300 00			
22	Do.....do.....					1,974 00		
23	S. G. Bogert.....					2,490 00		495 00
24	W. A. Wheeler & Co.....						245 90	
25	Warren & Bogman.....	663 22						

279

111

No. 2—Continued.

ACCEPTED OFFERS.

No. 14, of Chamberlain & Fuller.....	for class No 1.
No. 20, of Horton, Cordis, & Co.....	do... No. 2.
No. 19, of.....do.....do.....	do... No. 3.
No. 17, of William Lang.....	do... No. 4.
No. 22, of Horton, Cordis, & Co.....	do... No. 5.
No. 24, of W. A. Wheeler & Co.....	do... No. 6.
No. 12, of Robert Todd.....	do... No. 7.

CH. WM. SKINNER,

Chief of Bureau of Construction, Equipment, and Repair.

JUNE 18, 1850.

Offers opened the 11th, 12th, and 13th of June, 1850, in presence of—

C. WM. SKINNER,
P. C. JOHNSON.
JOHN H. REILY.

No. 3.

Scale of offers to furnish supplies for the fiscal year ending June 30, 1851, at the navy yard at Philadelphia, under advertisement of May 6, 1850. (Offers received to June 10.)

Offers.	Class No. 1.	Class No. 2.	Class No. 3.
	Iron.	Hardware, brass, &c.	Paints, &c.
	Aggregate amount.	Aggregate amount.	Aggregate amount.
1 John A. Higgins.....	\$4,760 00	\$1,862 60	\$849 70
2 Daniel S. Grice.....			731 48
3 Earp & Randall.....	2,087 50		
4 John K. Graham.....			750 89
5 Paul J. Field.....		840 63	
6 Jesse Williamson, jr.....			696 95
7 George Adams.....	2,624 20		
8 Wetherell & Brother.....			743 92
9 Bowlby & Benner.....		805 02	
10 Harris & Dungan.....			746 46
11 D. M. Wilson & Co.....	2,670 00		
12 S. G. Bogert.....			750 81
13 William Lang.....	2,148 80		702 25
14 Joseph Jackson & Son.....	2,400 00		
15 Charles L. Onderstuyts.....	3,080 00		
16 John Wetherell.....			706 62
17 J. R. Anderson.....	2,600 00		
18 Samuel Grice.....	6,180 00		1,374 35
19 Baxter & Brother.....		830 57	

Accepted.—Offer No. 3, of Earp & Randall, for class No. 1; No. 9, of Bowlby & Brenner, for class No. 2; No. 6, of Jesse Williamson, jr., for class No. 3. JUNE 18, 1850.

Offers opened 11th, 12th, and 13th June, 1850, in presence of—
CH. WM. SKINNER,
P. C. JOHNSON,
J. H. REILY.

CH. WM. SKINNER, Chief of Bureau of Construction, &c.

No. 4.

Scale of offers to furnish supplies for the fiscal year ending June 30, 1851, at the navy-yard at Brooklyn, N. Y., under advertisement of May 6, 1850. (Offers received to June 10.)

Offers.	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 5.	Class No. 6.	Class No. 7.
	Iron.	Copper.	Hardware.	Lead and tin.	Glass.	Flax canvass, &c.	Cotton canvass, &c.
Aggregate amounts.							
1 Cameron & Brand.....							\$11,907 50
2 John A. Higgins.....	\$15,883 84	\$3,505 42	\$5,872 35	\$1,449 22	\$1,579 00	\$17,030 00	18,291 25
3 Grant & Barton.....						11,275 00	
4 John K. Graham.....					652 50		
5 George W. Shaw.....			(Informal.)				
6 Boston and Sandwich Glass Company.....					(Informal.)		
7 John Travers, president, &c., &c.....						10,479 50	*10,141 00
8 John H. Pearson.....							13,545 00
9 D. & A. Kingsland & Co.....							
10 William Lang.....	8,377 22		3,553 77	1,340 62			
11 W. & H. McKim.....		2,529 76					
12 Storer & Stephenson.....							
13 Daniel Grice.....							
14 Henry G. Nicholls.....	8,927 44						
15 Wicks & Blatchford.....				1,354 96			
16 Daniel S. Grice.....							
17 Storer & Stephenson.....						10,462 00	11,222 50
18 George Adams.....	8,361 44						
19 Joseph Jackson & Son.....	8,958 95						
20 William N. Clem.....			4,004 34	1,367 88			
21 J. R. Anderson.....	8,371 14						
22 White & Knapp.....			4,580 06				
23 Henry Hendricks.....		2,651 12					

[1]

282

24	John M. Shaw.....							
25	S. G. Bogert.....				1,393 99			
26	Marvin & North.....							
27	Timberlake & Ricketts.....			3,253 70	1,384 87	861 00	10,734 00	11,045 00
28	B. & A. J. Smith.....							
29	Phelps, Dodge, & Co.....		2,535 50		1,300 30			
30	Williams & Hinman.....							
31	Fred. R. Lee.....			3,295 88				
32	William Matthews.....						19,876 12	
33	W. A. Wheeler & Co.....							
34	D. M. Wilson & Co.....	7,880 37						
35	Buford & Co.....							
36	J. W. Dwight, president, &c.....		2,551 71					
37	Kennedy & Hill.....					961 04		
38	Lambert & Lane.....							
39	Tucker, Cooper, & Co.....							
40	Alfred E. Smith.....	12,072 60	2,873 58	4,049 25	1,390 50			

* No. 7.—John Travers, president, &c, declined to execute the contract after the acceptance of his offer.

Remarks—Nos. 5 and 6 are informal, offering for part only of classes.

Accepted.—Offer No. 34, of D. M. Wilson & Co., for class No. 1; No. 11, of W. & H. McKim, for class No. 2; No. 27, of Timberlake & Ricketts, for class No. 3; No. 29, of Phelps, Dodge, & Co., for class No. 4; No. 4, of John K. Graham, for class No. 5; No. 17, of Storer & Stephenson, for class No. 6; No. 27, of Timberlake & Ricketts, (in lieu of Travers, declined,) for class No. 7.

No. 4—Scale of offers—Continued.

Offers.		Class No. 8.	Class No. 9.	Class No. 10.	Class No. 11.	Class No. 12.	Class No. 13.	Class No. 14.
		Ship chandlery.	Paints and oils.	Sperm oil and candles.	Stationery.	Fuel (oak wood.)	Leather.	Brushes.
		Aggregate amounts.						
1	Cameron & Brand.....							
2	John A. Higgins.....	\$4,470 00	\$7,464 75	\$7,700 00			\$2,051 00	\$526 75
3	Grant & Barton.....							
4	John K. Graham.....		6,933 25					
5	George W. Shaw.....							306 80
6	Boston and Sandwich Glass Company.....							
7	John Travers, president, &c., &c.....							
8	John H. Pearson.....							
9	D & A. Kingsland & Co.....							
10	William Lang.....	2,697 67	6,368 80	6,720 00				
11	W. & H. McKim.....			6,640 00		\$2,100 00	1,407 00	
12	Storer & Stephenson.....	2,633 27						
13	Daniel Grice.....			7,090 00				
14	Henry G. Nicholls.....							
15	Wicks & Blachford.....							
16	Daniel S. Grice.....		7,152 20					
17	Storer & Stephenson.....							
18	George Adams.....							
19	Joseph Jackson & Son.....							
20	William N. Clem.....							
21	J. R. Anderson.....							
22	White & Knapp.....							
23	Henry Hendricks.....							
24	John M. Shaw.....			7,220 00				
25	S. G. Bogert.....					1,554 00		
26	Marvin & North.....				(Informal.)			
27	Timberlake & Ricketts.....		6,994 65					358 96

28	B. & A. J. Smith.....			6,300 00				
29	Phelps, Dodge, & Co.....							
30	Williams & Hinman.....	2,654 85					1,300 30	410 15
31	Fred. R. Lee.....							
32	William Matthews.....							
33	W. A. Wheeler & Co.....				\$372 77			
34	D. M. Wilson & Co.....							
35	Buford & Co.....					2,400 00		
36	J. W. Dwight, president, &c.....							
37	Kennedy & Hill.....		6,520 00					363 85
38	Lambert & Lane.....				390 75			
39	Tucker, Cooper, & Co.....	2,360 65						
40	Alfred E. Smith.....		7,165 70	7,190 00			1,480 50	323 00

Remarks.—No. 26 is informal, making no extensions and giving no aggregate.

Accepted.—Offer No. 39, of Tucker, Cooper, & Co., for class No. 8; No. 10, of William Lang, for class No. 9; No. 28, of B. & A. J. Smith, for class No. 10; No. 33, of W. A. Wheeler & Co., for class No. 11; No. 25, of S. G. Bogert, for class No. 12; No. 30, of Williams & Hinman, for class No. 13; No. 4, of John K. Graham, for class No. 14.

JUNE 18, 1850.

CH. WM. SKINNER, Chief of Bureau of Construction, &c.

Offers opened 11th, 12th and 13th, June 1850, in presence of—
 CHAS. WM. SKINNER,
 P. C. JOHNSON,
 JNO. H. REILY.

No. 5.

Scale of offers to furnish supplies for the fiscal year ending June 30, 1851, at the navy-yard, Washington, D. C., under advertisement of May 6, 1850. (Offers received to June 10.)

[1]

	Offers.	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 5.	Class No. 6.
		Camtoose iron.	Pig iron.	Hardware.	Glass.	Paints.	Oakum.
Aggregate amounts.							
1	John A. Higgins.....	\$4,945 90	\$1,450 00	£1,325 25	\$900 00	\$114 00	.....
2	Ch L. Ondersluys	4,233 27	1,187 00	.....	.....	.....	.....
3	Plume & Co.....	.....	.....	.....	.....	.....	.....
4	George W. Shaw .....	.....	.....	.....	.....	.....	\$99 70
5	William Lang	3,406 20	1,400 00	828 62	.....	76 00	.....
6	Alfred E. Smith.....	.....	1,172 50	884 84	550 00	87 00	143 00
7	O. Whittlesey .....	.....	.....	833 75	450 00	93 00	110 00
8	Horton, Cordis, & Co.....	.....	.....	.....	450 00	71 00	102 50
9	E. M. Linthicum & Co.....	.....	.....	.....	800 00	.....	.....
10	D. M. Wilson & Co.....	.....	.....	868 38	.....	.....	.....
11	B. W. Ellicott.....	3,049 00	.....	.....	.....	.....	.....
12	Bonsal & Brother	3,452 80	.....	.....	.....	.....	.....
13	J. R. Anderson	3,567 15	1,235 00	838 25	.....	76 00	110 50
14	Timberlake & Rickets.....	3,390 21	1,350 00	.....	.....	.....	.....
15	William W. Glenn.....	.....	1,300 00	884 78	1,494 00	86 50	.....
16	*Boston and Sandwich Glass Company.....	.....	.....	.....	.....	.....	.....
17	†Smith & Tyson .....	.....	.....	.....	Informal.	.....	.....
18	†Evans & Davis .....	.....	.....	.....	Informal.	.....	.....
19	†Smith & Tyson .....	.....	.....	.....	Informal.	.....	.....
20	Dallas, Earle, & Cape.....	.....	.....	.....	.....	.....	.....
21	Chamberlain & Fuller.....	.....	.....	.....	.....	84 50	.....
22	S. G. Bogert.....	3,976 16	1,650 00	.....	.....	.....	.....
23	†Smith & Tyson (duplicate of No. 19).....	Informal.	1,445 00	.....	580 00	83 75	119 00
24	Chamberlain & Fuller.....	.....	.....	922 58	.....	.....	.....

286

* Offers per pound, instead of per glass.

† Offer not signed.

‡ Guarantying their own offer.

No. 5—Continued.

ACCEPTED OFFERS.

No. 10, of D. M. Wilson & Co.....	for class No. 1.
No. 6, of Alfred E. Smith.....	do...No. 2.
No. 4, of George W. Shaw.....	do...No. 3.
No. 6, of Alfred E. Smith (by lot)	do...No. 4.
No. 7, of O. Whittlesey.....	do...No. 5.
No. 3, of Plume & Co.....	do...No. 6.

CHAS. WM. SKINNER,

Chief of Bureau of Construction, Equipment, and Repair.

JUNE 18, 1850.

Offers opened the 11th, 12th, and 13th of June, 1850, in presence of—

CHAS. WM. SKINNER,
P. C. JOHNSON,
I. H. REILY.

No. 6.

Scale of offers to furnish supplies for the fiscal year ending June 30, 1851, at the navy-yard at Gosport, Virginia, under advertisement of May 6, 1850. (Offers received to June 10.)

Offers.	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 5.	Class No. 6.	Class No. 7.	Class No. 8.
	Iron.	Copper.	Hardware.	Lead and tin.	Composition sheathing nails.	Glass.	Flax canvass.	Cotton canvass.
	Aggregate amounts.							
1 Grantt & Barton								
2 Jno. A. Higgins.....	\$8,350 00	\$10,406 94	\$5,587 85	\$986 50	\$2,105 00	\$336 00	\$5,047 50	\$6,495 00
3 Dickson & Mallory.....				990 60			7,000 00	
4 .....do.....					1,772 62			
5 .....do.....								
6 .....do.....								
7 .....do.....								
8 Jno. K. Graham.....						143 20		
9 .....do.....								
10 .....do.....								
11 William Tatem.....								
12 Henry Hendricks.....		8,017 65						
13 Timberlake & Ricketts.....			6,516 02	994 37	1,833 00	262 50	4,615 00	4,840 00
14 W. & H. McKim.....		7,747 01						
15 Alfred E. Smith.....					1,589 25			
16 Plume & Co.....								
17 Geo. H. Dashiell.....								
18 J. R. Anderson.....	4,275 80							
19 James M. Shaw.....								
20 Jno. H. Pearson.....								5,559 00
21 Jos. Jackson & Son.....	4,946 50							
22 William Lang.....	4,062 76			1,030 00				

[1]

288

23	D. & A. Kingsland								
24	S. G. Bogert				1,021 25	1,996 75			
25	Daniel S. Grice								
26	George W. Shaw			3,952 59					
27	Bonsal & Brother	4,319 36		4,640 41	917 00	1,564 80	276 00		
28	C. L. Undersluys	5,476 00							
29	W. A. Wheeler								
30	B. H. Ellicott	Informal							
31	Samuel B. Grice	10,002 50							
32	D. M. Wilson & Co.	4,283 30							
33	Dullis, Earle, & Cope						268 50		
34	George Adams	4,388 50							
35	Bluford & Co.								
36	Lambert & Lane								
37	Bonsal & Burroughs								
38	Phelps, Dodge, & Co.		8,025 99			1,956 00			
39	Storer & Stephenson							4,565 00	4,872 50
40	Kennedy & Hill						262 00		
41	Christopher Hall								
42	Wm. Matthews							4,730 00	
43	Jno. W. Dwight, president, &c.		7,999 34						
44	Daniel S. Grice								
45	T. W. Blackford				947 50				
46	D. D. Simmons						233 00		6,600 00
47	William Peters			Informal					

Accepted.—Offer No. 22, of Wm. Lang, for class No. 1; offer No. 14, of W. & H. McKim, for class No. 2; offer No. 26, of Geo. W. Shaw, declined; offer No. 27, of Bonsal & Brother, in lieu of Shaw, for No. 3; offer No. 27, of Bonsal & Brother, for class No. 4; offer No. 27, of Bonsal & Brother, for class No. 5; offer No. 8, of John K. Graham, for class No. 6; offer No. 39, of Storer & Stephenson, for class No. 7; offer No. 13, of Timberlake & Ricketts, for class No. 8.

No. 6—Scale of offers—Continued.

	Offers.	Class No. 9.	Class No. 10.	Class No. 11.	Class No. 12.	Class No. 13.	Class No. 14.	Class No. 15.
		Ship chandlery	Paints and oils.	Sperm candles and oil.	Stationery.	Leather.	Wood for fuel.	Dye goods.
Aggregate amounts.								
						<i>Per pound.</i>		
1	Grant & Barton.....							
2	John A. Higgins.....	\$2,570 50	\$1,965 50	\$4,110 00			\$450 00	\$195 00
3	Dickson & Mallory.....							
4	do.....							
5	do.....	917 50						
6	do.....		2,052 35					
7	do.....							
8	John K. Graham.....					\$0 55		
9	do.....	1,115 75						
10	do.....		Informal.....					
11	William Tatem.....							
12	Henry Hendricks.....						274 00	
13	Timberlake & Ricketts.....		2,137 10					
14	W. & H. McKim.....							
15	Alfred E. Smith.....	1,185 50	2,155 60	3,850 00				
16	Plume & Co.....							
17	Geo. H. Dashiell.....					50		
18	J. R. Anderson.....						286 00	
19	James M. Shaw.....							
20	John H. Pearson.....			4,200 00				
21	Jos. Jackson & Son.....							
22	William Lang.....	934 50	2,005 28	3,800 00				
23	D. & A. Kingsland.....			3,620 00				
24	S. G. Bogart.....	934 00		3,950 00				
25	Daniel S. Grice.....		2,137 70			35	421 60	298 00
26	George W. Shaw.....		1,865 00	3,470 00				
27	Bonsal & Brother.....	887 50	1,941 00					114 00

28	C. L. Ondersluys.....						
29	W. A. Wheeler.....						
30	B. H. Ellicott.....				\$387 43		
31	Samuel B. Grice.....						
32	D. M. Wilson & Co.....						
33	Dullis, Earle, & Cope.....		2,098 95				
34	George Adams.....						
35	Bluford & Co.....						
36	Lambert & Lane.....					40	350 00
37	Bonsal & Burroughs.....				416 50		
38	Phelps, Dodge, & Co.....				343 25		
39	Storer & Stephenson.....						
40	Kennedy & Hill.....		1,935 87				
41	Christopher Hall.....						
42	Wm. Matthews.....				395 94		
43	John W. Dwight, president, &c.....						
44	Daniel S. Grice.....						
45	T. W. Blackford.....				3,700 00		
46	D. D. Simmons.....	941 70	2,366 00		4,150 00		
47	William Peters.....						325 00

Remarks.—Offer No. 30 is not signed. Offer No. 47 is for part only of the class. Offer No. 10, wrong calculations.

Accepted.—Offer No. 27, of Bonsal & Brother, for class No. 9; offer No. 26, of Geo. W. Shaw, for class No. 10; offer No. 26, of Geo. W. Shaw, for class No. 11; offer No. 37, of Bonsal & Brother, for class No. 12; offer No. 24, of S. G. Bogart, (by lot,) for class No. 13; offer No. 11, of Wm. Tatem, for class No. 14; offer No. 27, of Bonsal & Brother, for class No. 15.

JUNE 18, 1850.

CHAS. WM. SKINNER,
Chief of Bureau of Construction, &c.

Offers opened 11th, 12th, and 13th June, 1850, in presence of—

C. W. SKINNER,
P. C. JOHNSON,
J. H. REILY.

No. 7.

Scale of offers to furnish supplies for the fiscal year ending 30th June, 1851, at the navy-yard at Pensacola, under advertisement of 6th May, 1850. (Offers received to 10th June.)

Offers.	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 5.	Class No. 6.	Class No. 7.	Class No. 8.	Class No. 9.	Class No. 10.
	Hardware.	Ship-chandlery.	Flax canvass.	Paints.	Sheet lead.	Copper.	Iron.	Sperm candles.	Stationery.	Fuel, (wood.)
Aggregate amounts.										
1 Grantt & Barton.....			\$1,577 00							
2 John A. Higgins.....	\$448 75	\$891 50	1,910 60	\$553 00	\$255 00	\$4,261 83	\$1,573 50	\$1,175 00		
3 John K. Graham.....				425 35						
4 H. L. Kendall & Co.....								\$1,000 00		
5 Albert L. Avery.....		1,357 64								
6 George G. Patison.....	339 08	1,125 66	2,447 00	408 45	280 00	4,088 55	1,336 76	1,225 00		\$1,170 00
7 J. R. Anderson.....							996 10			
8 Henry Boreau.....	373 83½	1,556 63	1,266 00	415 25	260 00	4,026 55	1,293 98½	975 00	\$254 34	
9 Chester P. Knapp.....										897 00
10 Samuel Locke.....	311 65	811 65		427 60	250 00	3,546 57	1,416 67			
11 Phelps, Dodge & Co.....						3,297 02				
12 W. A. Wheeler & Co.....									219 19	
13 William Lang.....							Informal*	1,000 00		
14 Timberlake & Ricketts.....			1,416 40		270 00					
15 D. & A. Kingsland.....								1,075 00		
16 Kennedy & Hill.....				417 75						
17 W. & H. McKim.....						3,334 70				
18 S. G. Bogert.....				422 00	260 00			1,175 00		1,247 00
19 J. W. Dwight, president, &c.....						3,535 68				
20 Alfred E. Smith.....	294 81	999 47		387 50	280 00	4,193 57	1,433 45	1,100 00	343 94	
21 Lambert & Lane.....									245 63	
22 Dullis, Earle, & Cope.....				397 40						

[1]

202

23	T. Wicks Blackford.....				260 00					
24	Storer & Stephenson.....		1,423 00							
25	Tucker, Cooper, & Co.....	690 54		423 50	250 00	3,529 07				
26	D. M. Wilson & Co.....						1,058 59			
27	Samuel B. Grice.....			1,295 50	280 00		1,922 45			

* Offers for part only of class No. 7.

Accepted.—Offer No. 20, of Alfred E. Smith, for class No. 1; No. 25, of Tucker, Cooper, & Co., for class No. 2; No. 8, of Henry Boreau, [failed;] No. 14, of Timberlake & Ricketts, (in lieu of Boreau,) for class No. 3; No. 20, of Alfred E. Smith, for class No. 4; No. 25, of Tucker, Cooper, & Co., (by lot,) for class No. 5; No. 11, of Phelps, Dodge, & Co, for class No. 6; No. 7, of J. R. Anderson, for class No. 7; No. 8, of Henry Boreau, [failed;] No. 13, of William Lang, (in lieu of Boreau,) by lot, for class No. 8; No. 12, of W. A. Wheeler & Co, for class No. 9; No. 9, of Chester P. Knapp, for class No. 10.

CHARLES WM. SKINNER,

Chief of Bureau of Construction, Equipment, and Repair.

JUNE 18, 1850.

Offers opened 11th, 12th, and 13th June, 1850, in presence of—

CHAS. W. SKINNER,
P. C. JOHNSON,
J. H. REILY.

No. 8.

Scale of offers to furnish timber, &c., at the navy yards at Kittery, Maine, and Charlestown, Massachusetts, under advertisement of June 24, 1850. (Offers received to September 11; deliveries by December 30, 1851.)

Offers.	Kittery.		Charlestown, Massachusetts.					
	Class No. 1.	Class No. 2.	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 5.	Class No. 6.
	White ash oars and hickory bars.	Ligaumvitæ	White oak.	White oak knees, beams, &c.	White oak plank.	Elm, ash, and black walnut.	Yellow pine.	White pine.
	Aggregate amounts.							
1	Joseph Grice.....	\$323 30	\$250 00					
2	S. G. Bogert.....	225 20	195 00					
3	Francis Church.....	264 60	200 00					
4	R. C. Cutter.....	219 30						
5	John A. Higgins.....		300 00					
6	George Adams.....		232 50					
7	T. H. Taylor & Co.....	185 72	237 50	\$14,350 00	\$2,753 65	\$10,500 00	£692 50	\$12,005 00
8	John Nash.....			13,710 00	1,876 95	9,000 00	587 50	\$1,800 00
9	John R. Chapman.....							1,910 00
10	Joseph Grice.....							8,160 00
11	James Bigler.....			21,250 00	3,314 45	7,500 00	755 00	11,000 00
12	Do.....							2,820 00
13	Potter & Kidder.....							2,100 00
14	Samuel P. Brown.....							6,600 00
15	Edward H. Herbert.....							13,260 00
16	Samuel P. Brown.....			13,000 00	3,121 00			2,520 00
17	John A. Higgins.....							11,900 00
18	J. W. Mayo, sr.....							Informal.
19	Samuel B. Grice.....			14,000 00				17,700 00
								11,860 00
								10,700 00
								2,085 00

[1]

294

20	S. H. Sample.....							11,650 00	
21	D. D. Simmons.....					8,295 00		11,320 00	
22	Albert Webster.....					13,320 00			
23	J. M. Robertson.....							10,775 00	
24	Francis Church.....			13,825 00			750 00	11,100 00	
25	Alexander McVoy.....								2,490 00
26	Robert Todd.....								2,550 00
27	S. G. Bogert.....			14,950 00	3,710 75	9,750 00	672 50		2,200 00
28	William Lang.....				3,282 85		820 00		2,190 00
29	Roswell C. Peck.....			17,730 00	3,294 95	9,180 00			
30	John H. Hopet.....							Informal.	
31	William J. Keyser.....							12,900 00	
32	John W. C Loud†.....			16,620 00	3,406 55	Informal.	772 50	11,135 00	
33	Alpheus Fobes.....			19,050 00	3,624 30	10,320 00	1,195 00	13,000 00	
34	John Petty.....			14,910 00	2,504 75	14,160 00			
35	Thomas Tatem§.....			15,017 50		13,500 00			
36	J. M. Robertson.....							10,775 00	
37	C. N. Watts¶.....					7,500 00	862 50		1,800 00
38	Ward & Keefer||.....					5,520 00	527 50		1,800 00

*Offers for part of class No. 1; Charlestown offer not signed. †No guaranty. ‡Not signed for class No. 3. §Wants but one class.
 ¶Declined for class No. 6 after acceptance by lot. ||Accepted for No. 6, in lieu of Watts.

Accepted.—For Kittery.—No. 7, of T. H. Taylor & Co., for class No. 1; No. 2, of S. G. Bogert, for class No. 2
 For Charlestown.—No. 8, of John Nash, for class No. 1; No. 8, of John Nash, for class No. 2; No. 38, of Ward & Keefer, for class No. 3;
 No. 38, of Ward & Keefer, for class No. 4; No. 9, of John R. Chapman, for class No. 5; No. 37, of C. N. Watts, (by lot,) declined;
 No. 38, of Ward & Keefer, in lieu of C. N. Watts, for class No. 6.

SEPTEMBER 21, 1850.

CH. W. SKINNER,
 Chief of Bureau of Construction, &c.

Offers opened 12th, 13th, and 14th September, 1850, in presence of—

CH. W. SKINNER,
 J. H. REILY,
 JAMES SELDEN.

No. 9.

Scale of offers to furnish timber, &c., at the navy-yards at Brooklyn, N. Y., Philadelphia, and Washington, under advertisement of June 24, 1850. (Offers received to September 11; deliveries by December 30, 1851.)

Offers.	Brooklyn, New York.					Philadelphia	Washington.	
	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 5.	Class No. 1.	Class No. 1.	Class No. 2.
	Hickory bars, &c.	Lignumvita.	White oak plank and boards, &c.	White ash oars.	White oak staves.	Lumber.	White oak timber.	White pine timber.
	Aggregate amounts.							
1	Joseph Grice	\$165 00	\$3,564 00	\$5,878 50	\$1,423 75	\$290 00		
2	John A. Higgins	220 00	2,880 00	8,245 00		500 00		
3	John Hill				759 75			
4	Russel & Thatcher			Informal.*				
5	James Munson	170 00			933 25			
6	B. Nelson Gere			Informal.*				
7	W. H. Gunnell		1,944 00					
8	C. N. Watts			5,941 00				
9	Alpheus Pobes		2,920 00	5,366 30	678 75			
10	Charles Rolfe		3,780 00					
11	S. G. Bogert	97 00		5,281 00	668 75	320 00		
12	Bonsal & Brother		1,674 00					
13	John W. C. Loud		3,150 00		855 00	300 00		
14	George Adams		2,700 00					
15	William N. Clem			5,560 75				
16	Daniel Wormer			2,631 50†				
17	Ward & Keefe	70 00		5,721 75	708 75	270 00		
18	J. Bigler			4,888 40		292 00		
19	Charles Rolfe				797 87			

20	F. A. Southmayd			644 43 †				
21	Charles Rolfe			6,093 50				
22	Francis Church	105 00	2,520 00		972 00			
23	Sillick Nicholls		2,088 00					
24	Thomas Tatem	225 00				480 00		
25	George Adams			6,065 50				
26	De Graw, Ludington & De Graw	250 00	3,060 00	7,242 20	900 00	340 00		
27	John Nash				1,125 00			
28	T. H. Taylor & Co.	140 00	3,096 00	5,550 00	738 75	320 00	\$2,614 00	
29	C. N. Watts						2,740 00	
30	S. G. Bogert						2,702 50	
31	Joseph Grice						2,837 50	
32	J. Bigler						2,505 00	
33	Joseph Grice							\$2,100 00
34	J. Bigler							\$2,255 00
35	Albert Webster	180 00						1,619 50
36	John A. Higgins						3,000 00	
37	J. M. Drewry						1,170 00	
38	A. J. Robertson						1,470 00	
39	W. H. Gunnell						2,250 00	
40	Samuel Etheridge						900 00	1,531 00
41	S. G. Bogert						2,750 00	
42	Alpheus Fobes						1,170 00	1,875 00
43	C. N. Watts						1,500 00	1,855 00
44	J. W. C. Loud							2,105 00
45	Do							1,762 50
46	John Nash						1,350 00	
47	T. H. Taylor & Co.						1,200 00	
							1,800 00	2,195 00

* Offers Nos. 4 and 6 are informal, offering for parts of classes. † No. 16 informal from same cause; No. 20 informal, guaranty not certified to.

Accepted.—For *Brooklyn*.—Offer No. 17, of Ward & Keefer, for class No. 1; No. 12, of Bonsal & Brother, for class No. 2; No. 18, of J. Bigler, for class No. 3; No. 11, of S. G. Bogert, for class No. 4; No. 17, of Ward & Keefer, for class No. 5. For *Philadelphia*.—Offer No. 32, of J. Bigler, for class No. 1. For *Washington*.—Offer No. 39, W. H. Gunnell, for class No. 1; No. 39, W. H. Gunnell, for class No. 2.

SEPTEMBER 21, 1850.

Offers opened the 12th, 13th, and 14th of September, 1850, in presence of—

CHARLES W. SKINNER,
Chief of Bureau of Construction, &c.

CHARLES W. SKINNER,
J. H. REILY,
JAMES SELDEN.

No. 10.

Scale of offers to furnish timber, &c., at the navy-yard at Gosport, Virginia, under advertisement of June 24, 1850.
(Offers received to September 11; deliveries by December 30, 1851.)

Offers.	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 5.	Class No. 6.	Class No. 7.
	White oak plank stocks.	Yellow pine plank stocks.	Elm, ash, &c.	Hickory and cypress.	White pine plank & beards.	Spruce spars and poles.	Lignumvitæ.
	Aggregate amount.						
1 John A. Higgins.....							\$760 00
2 C. N. Watts.....			\$2,175 00		Informal.		
3 Ward & Keefer.....			2,136 00		\$11,927 50		
4 W. H. Gunnell.....							552 00
5 J. M. Druery.....	\$6,150 50			\$477 00			
6 George Adams.....						\$1,244 50	1,800 00
7 Do.....			2,168 40				
8 W. J. Keyser.....		\$17,550 00					
9 J. W. Pearson.....		18,000 00					
10 J. Bigler.....			1,894 25		12,990 30		
11 Francis Church.....		15,750 00		1,155 00		1,587 50	980 00
12 Samuel P. Brown.....						553 00	
13 R. B. Knight.....	6,329 08						
14 Ed. H. Herbert.....	5,974 00	*10,000 00		*450 00			
15 Joseph Grice.....	7,557 00	13,050 00	2,161 70	1,065 00	15,013 00	2,372 50	760 00
16 J. M. Robertson.....		13,500 00					
17 D. D. Simmons.....	8,078 14	Informal.	1,723 50	644 00			
18 Bonsal & Brother.....					11,870 40		460 00
19 W. H. Greening.....		14,400 00					
20 S. G. Bogert.....			1,810 67	699 75			
21 Do.....					14,608 80		
22 Alpheus Fobes.....			2,018 70		11,794 80	691 00	720 00

[1]

298

23	John R. Chapman		10,800 00					
24	Miles J. Herrington		15,075 00					
25	Samuel B. Grice	11,099 00	13,275 00		697 50	12,903 20		800 00
26	J. M. Robertson		13,500 00					
27	Samuel P. Browne		18,000 00					
28	Samuel Etheridge		11,700 00		850 00			
29	John Tunis					12,502 50		
30	DeGraw, Ludington, & DeGraw			2,617 50		18,684 00		
31	John Petty	6,248 56		2,207 50	590 00			
32	William Tatem	6,392 00						
33	John Nash	5,674 00			853 75			
34	T. H. Taylor & Co.			2,141 00	880 00	12,288 00	1,010 50	720 00

NOTE.—Those offers marked informal do not embrace all of the classes for which they are so marked. Those marked thus (*) are informal from the same cause.

Accepted.—Offer No. 33, of John Nash, for class No. 1; No. 23, of John R. Chapman, for class No. 2; No. 17, of D. D. Simmons, for class No. 3; No. 5, of Jos. M. Drury, for class No. 4; No. 22, of Alpheus Fobes, for class No. 5; No. 12, of Samuel P. Brown, for class No. 6; No. 18, of Bonsal and Brother, for class No. 7.

SEPTEMBER 21, 1850.

Offers opened the 12th, 13th, and 14th of September, 1850, in presence of—

CH. W. SKINNER, *Chief of Bureau of Construction, &c.*

CH. WM. SKINNER,
J. H. REILY,
JAMES SELDEN.

No. 11.

Scale of offers to furnish timber, &c, at the navy yard at Pensacola, Florida, under advertisement of June 24, 1850.
(Offers received to September 11; deliveries by December 30, 1851.)

Offers.	Class No. 1.	Class No. 2.	Class No. 3.	Class No. 4.	Class No. 5.
	Lumber.	White oak timber.	White pine and cypress.	Black spruce spars.	White oak knees.
Aggregate amounts.					
1 S. G. Bogert.....	\$1,350 00	\$1,440 00	\$3,630 00		\$1,722 50
2 Franci Church.....	1,580 00			\$3,500 00	2,650 00
3 Jos Grice.....	2,100 00	2,400 00	4,250 00	4,125 00	1,987 50
4 T. H. Taylor & Co.....	2,300 00	1,400 00	3,725 00	1,450 00	2,371 75
5 John Nash.....		1,800 00			1,656 25
6 George Adams.....				2,000 00	
7 Jno W. C. Loud.....		1,650 00			
8 Alpheus Fosces.....	2,190 00	1,350 00	3,825 00	2,425 00	
9 Samuel P. Brown.....			3,825 00		
10 M. G. Herrington & Co.....	690 00				
11 Peter Parker.....		1,500 00			
12 J. M. Robertson.....	920 00				
13 Samuel P. Brown.....				1,100 00	
14 Neil Wilkinson.....	716 40	1,199 10			
15 J. Bigler.....		1,500 00	3,775 00		
16 William J. Keyser.....	960 00	2,040 00	4,122 50		
17 J. W. Hall.....	750 00				
18 Samuel B. Grice.....	2,100 00	2,000 00	4,675 00		2,186 25
19 Thomas Tatem.....		3,000 00			2,600 00
20 John Petty.....		3,300 00	6,000 00		2,318 75
21 Albert Webster.....		1,700 00			
22 D. D. Simmons.....	1,250 00	1,650 00	4,162 50		
23 Gregory McKinnon.....					3,312 50

[1]

300

24	Goodman Bethea.....	1,500 00				
25	A. B. McClain.....			3,570 00		
26	Alexander McVoy.....	720 00	1,290 00	3,355 00		
27	John A. Higgins.....			5,100 00		
28	Do.....				2,750 00	
29	Do.....					2,650 00
30	Do.....		2,300 00			

Accepted.—No 10, of M. G. Herrington & Co., for class No. 1; No. 14, of Niel Wilkinson, for class No. 2; No. 26, of Alexander McVoy, for class No. 3; No. 13, of Samuel P. Brown, for class No. 4; No. 5, of John Nash, for class No. 5.

SEPTEMBER 21, 1850.

Offers opened 12th, 13th, and 14th September, 1850, in presence of—

CH. W. SKINNER,
Chief Bureau of Construction, &c.

CH. W. SKINNER,
J. H. REILY,
JAMES SELDEN.

No. 12.

CUMBERLAND COAL.

Sale of offers, received from the navy agent at Philadelphia, to furnish, under advertisement by him on the 24th of October, 1850, at the Philadelphia navy-yard, within seven days, eight hundred tons of Cumberland coal, for the United States steamer "Susquehanna."

Daniel Grice.....for 800 tons, at	\$8 20 per ton.....	\$6,600 00
Charles L. Ondersluys.....do....at	7 00 per ton.....	5,600 00
John J. McCahen.....do....at	6 50 per ton.....	5,200 00
Wm. T. Dove.....do....at	5 47 per ton.....	4,376 00

Allotted to Wm. T. Dove.

WM. SLOANAKER, *Navy Agent.*

Opened in presence of—

T. A. SLOANAKER,
W. F. MISKEY.



No. 3.

BUREAU OF ORDNANCE AND HYDROGRAPHY,

October 1, 1850.

SIR: I have the honor to forward herewith the estimates called for by your letter of the 6th of August last, for the service of the Ordnance and Hydrographical Bureau of the Navy Department, and for the Naval Academy, for the fiscal year which commences on the 1st of July, 1851.

It gives me pleasure to state that although they are sufficient in amount to cover the current and probable necessities of the first named branch, they are considerably less than those called for for the present year.

Two causes have combined to produce this effect—the diminution of expenditure by the *gradual* supply of articles which are to be procured for general service, and the small number of cannon to be cast within the time, by reason of the delay attendant upon a fuller and more complete revision of the process by which the metal is to be tried, and its fitness ascertained.

The amount required for the Observatory is somewhat larger than that submitted in the estimates for this year, because more labor will be required in preparing and keeping in order the grounds within the Observatory enclosure, and their protection against the injury often caused by heavy rains; and by the propriety of increasing the sum necessary to the further publication of the wind and current charts, and books, maps, &c. Of the sum estimated for this purpose in the present year, only a moiety has been appropriated, and hence the necessity of asking for an increase—the demand for them being considerable, and their usefulness daily made manifest.

I am induced to close this summary but explicit statement of the wants of the bureau by a recurrence to the close of my report of the last year, in which I had the satisfaction of making known to the department the great proficiency attained by the experimental course of gunnery at the Washington navy-yard, including the successful preparation of ordnance articles of all kinds, and the casting of bronze cannon for the boat and field service of the navy.

To this I add that the operations of the Observatory have been conducted with the skill and attention characteristic of those engaged in it, which has hitherto given such general satisfaction.

The sum for the Naval Academy may appear to be large, but it is to be considered that it is the continuance of a systematic provision for the preparation of numbers of young gentlemen for the proper discharge of their duties, by affording them the advantages of theory and practice in navigation, gunnery, and modern languages—an advantage which they will scarcely have an opportunity of acquiring at sea.

I am, very respectfully, your obedient servant,

L. WARRINGTON,
Chief of Bureau.

HON. SECRETARY OF THE NAVY.

Schedule of papers containing the estimates of the Bureau of Ordnance and Hydrography for the year ending June 30, 1852.

- A.—Estimate of the expenses of the bureau.
- B.—Estimate of the pay of officers on ordnance duty.
- C.—Estimate of ordnance, ordnance stores, &c., for the general service of the navy.
- D.—Statement of cost or estimated value of the ordnance and ordnance stores on hand at the different navy-yards, July 1, 1849; and the receipts and expenditures for the year ending June 30, 1850.
- E.—Statement of the labor performed at the different navy-yards.
- F.—Statement of contracts made by the Bureau of Ordnance and Hydrography.
- G.—Estimate of the amount required for the support of the National Observatory and Hydrographical office.
- H.—Estimate of the pay of officers employed at the National Observatory and Hydrographical office.
- I.—Estimate of the amount required for the repair and erection of buildings at the United States Naval Academy, Annapolis, Maryland.
- J.—Estimate of the amount required for the contingent expenses of the United States Naval Academy, Annapolis, Maryland.
- K.—Estimate of the pay of officers employed at the United States Naval Academy, Annapolis, Maryland.

A.

Estimate of the amount required for the expenses of the Bureau of Ordnance and Hydrography, for the year ending June 30, 1852.

For salary of chief of bureau	-	-	-	-	\$3,500 00
For salary of 1st clerk	-	-	-	-	1,200 00
For salary of 2d clerk	-	-	-	-	1,000 00
For salary of 3d clerk	-	-	-	-	1,000 00
For salary of 4th clerk	-	-	-	-	1,000 00
For salary of draughtsman	-	-	-	-	1,000 00
For salary of messenger	-	-	-	-	700 00
					<u>9,400 00</u>
Amount appropriated for year ending June 30, 1851, under acts of Congress approved August 31, 1842, and March 3, 1847	-	-	-	-	<u>\$9,400 00</u>

Contingent expenses.

For blank books, stationery, miscellaneous items, and labor					<u>\$750 00</u>
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BUREAU OF ORDNANCE AND HYDROGRAPHY,

October 1, 1850.

L. WARRINGTON,

Chief of Bureau.

Civil.—Salaries	-	-	-	-	\$9,400 00
Contingent	-	-	-	-	750 00

B.

Estimate of pay required for officers on ordnance duty for the year ending June 30, 1852.

1 captain, as inspector	-	-	-	-	\$3,500 00
1 commander, as assistant	-	-	-	-	2,100 00
7 lieutenants, as assistants, at \$1,500 each	-	-	-	-	10,500 00
					<u>16,100 00</u>
Amount estimated and appropriated for the year ending June 30, 1851	-	-	-	-	<u>\$16,700 00</u>

BUREAU OF ORDNANCE AND HYDROGRAPHY,

October 1, 1850.

L. WARRINGTON,

Chief of Bureau.

Navy.—Pay of the navy	-	-	-	-	\$16,100 00
Ex.—20					<u></u>

C.

Estimate of ordnance and ordnance stores, &c., required for the general service of the navy for the year ending 30th June, 1852.

For 30 32-pounder cannon, of 57 cwt. each, at 6½ cents per pound - - - - -	\$12,500 00
For 60 8-inch cannon, of 55 cwt. each, at 6½ cents per lb. -	24,100 00
For 21 10-inch cannon, for steamers of 90 cwt. each, at 6½ cents per pound - - - - -	13,800 00
For boat guns, field-pieces with carriages, and carriages for boat guns, with ammunition chests - - - - -	11,500 00
For 300 gun carriages of various and improved sizes, at \$162 50 each - - - - -	48,800 00
For labor at the different navy-yards in the preparation of the various articles of ordnance for service, for swords, machinery, primers, caps, locks, and other requisites for ordnance - - - - -	29,500 00
For contingent expenses, viz: drawings and models, postage, inspecting instruments, &c., hire of agents and rent of storehouses on the northern lakes, for advertising for transportation of ordnance and ordnance stores, for powder, ball and targets for experimental practice at the Washington navy-yard, and for all incidental expenses -	31,000 00
	<u>171,200 00</u>
Amount estimated and appropriated for year ending 30th June, 1851 - - - - -	<u>\$196,900 00</u>

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 1, 1850.

L. WARRINGTON,
Chief of Bureau.

Navy.—Ordnance and ordnance stores, \$171,200.

D.

Statement of cost or estimated value of stores on hand at the several navy-yards, July 1, 1849, of articles received and expended from June 30, 1849, to June 30, 1850, and of those remaining on hand July 1, 1850, which are under the direction of the Bureau of Ordnance and Hydrography.

Navy-yards.	On hand July 1, 1849.	Receipts.	Expenditures.	On hand July 1, 1850.
Portsmouth.....	\$87,286 67	\$18,349 06	\$16,213 08	\$89,294 55
Charlestown.....	497,155 69	184,917 28	134,225 02	542,847 95
Brooklyn.....	891,026 34	91,327 17	366,689 16	615,664 35
Philadelphia.....	81,629 28	5,492 70	2,958 76	84,162 22
Washington.....	153,256 28	137,762 22	136,075 62	154,942 88
Gosport.....	658,819 88	165,868 53	149,003 37	675,685 04
Pensacola.....	101,743 04	40,949 99	2,748 59	139,944 44
Memphis.....	96 27	.....	.....	96*27
On the lakes.....	38,746 48	.....	.....	38,746 48
Total.....	2,509,759 93	674,666 95	812,913 60	2,341,384 18

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 1, 1850.

L. WARRINGTON,
Chief of Bureau.

E.

Statement of the number of days' labor and cost thereof, from July 1, 1849, to July 1, 1850, at the respective navy-yards, chargeable to the Bureau of Ordnance and Hydrography.

Navy-yards.	No. of days' labor.	Cost of labor.	Average per day.
Portsmouth.....	692½	\$807 67	\$1 34
Charlestown.....	7,827½	11,118 30	1 42½
Brooklyn.....	6,230½	8,889 37	1 427-10
Philadelphia.....	224	287 63	1 28¾
Washington.....	29,085½	40,670 33	1 36½
Gosport.....	14,836½	22,504 99	1 52
Pensacola.....	755	900 10	1 19½
Memphis.....	158½	110 92	72½
Total.....	59,720½	85,289 31	1 42¾

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 1, 1850.

L. WARRINGTON,
Chief of Bureau.

F.

111

Statement of contracts made by the Bureau of Ordnance and Hydrography, for the year ending June 30, 1850.

Contractors' names.	Articles contracted for.	Place of delivery.	Date of contract.	Expiration of contract.	Price.	Amount of contract.
Gouverneur Kemble.....	30 32-pounder cannons, of 57 cwt. each..	New York	Aug. 4, 1849	May 1, 1850	6½ cts. per lb..	\$12,383 80
Knapp & Totten.....	30.....do.....do.....do.....do.....	.....do.....	Aug. 6, 1849	May 1, 1850	.....do.....	12,383 80
Joseph R. Anderson.....	30.....do.....do.....do.....do.....	Norfolk.....	Aug. 6, 1849	May 1, 1850	.....do.....	12,383 80
Cyrus Alger & Co.....	30.....do.....do.....do.....do.....	Boston	Aug. 17, 1849	May 1, 1850	.....do.....	12,383 80
Junius L. Archer.....	30.....do.....do.....do.....do.....	Norfolk.....	Sept. 11, 1849	May 1, 1850	.....do.....	12,383 80
Francis B. Deane, jr.....	10,000 32-pounder solid shot.....	Washington....	Dec. 27, 1849	Sept. 1, 1850	3 cts. per lb...	9,900 00

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 1, 1850.

L. WARRINGTON, Chief of Bureau.

308

G.

Estimate of the amount required for the support of the Hydrographical office and National Observatory for the year ending June 30, 1852.

For the purchase and repair of the nautical instruments required for the use of the navy - - - - -	\$10,500 00
For the purchase of all the books, maps and charts required for the use of the navy - - - - -	8,250 00
For backing and binding the same, and for printing and publishing sailing directions, hydrographical surveys, and astronomical observations - - - - -	9,200 00
For models, drawings, and copyings, \$1,000; for postage, stationery, freight, and transportation, \$1,500; for pay of lithographer, and for working lithographic press, including chemicals, \$1,300; for keeping grounds and buildings in order, \$1,800; for finishing the grading of the grounds, \$1,500; for pay of porter, \$360; gardener, \$540; watchman, \$720; instrument-maker, \$900; for fuel, lights, and all the unenumerated contingent expenses of the Hydrographical office and National Observatory, \$2,000 -	11,620 00
For copying abstracts from old sea journals for the wind and current charts, and for continuing the engraving and publication of the same, including cost of copper, stones, chemicals, paper, &c., in the National Observatory -	15,000 00
To meet outstanding liabilities, incurred in consequence of the deficiency of former appropriations on account of nautical books, maps, and charts, required for the use of the navy - - - - -	8,725 00
	<hr/>
	63,295 00
	<hr/> <hr/>

Amount estimated for year ending June 30, 1851 -	\$52,361 15
Amount appropriated for year ending June 30, 1851 -	35,135 00

L. WARRINGTON,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 1, 1850.

Special.—Nautical books and Hydrographical office - \$63,295 00

H.

Estimate of the amount required for the pay of officers employed at the Hydrographical office and National Observatory for the year ending June 30, 1852.

1 lieutenant, as superintendent	-	-	-	-	\$3,000 00
10 lieutenants, at \$1,500 each	-	-	-	-	15,000 00
6 professors of mathematics, at \$1,500 each	-	-	-	-	9,000 00
6 passed midshipmen, at \$750 each	-	-	-	-	4,500 00
1 assistant observer	-	-	-	-	1,500 00
1 clerk	-	-	-	-	1,000 00
					<u>34,000 00</u>
Amount appropriated for the year ending June 30, 1851	-				<u>\$31,500 00</u>

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 1, 1850.

L. WARRINGTON,
Chief of Bureau.

NOTE.—The above estimate has been increased by the addition of one assistant observer and one clerk, their services being deemed necessary in carrying on the operations of the Observatory.

Navy.—Pay of the navy	-	-	-	-	<u>\$31,500 00</u>
Special.—Nautical books and Hydrographical office	-				<u>\$2,500 00</u>

I.

Estimate of the amount required for the repairs and erection of buildings at the United States Naval Academy, Annapolis, Maryland, for the year ending June 30, 1852.

For midshipmen's quarters, 60 rooms	-	-	-	-	\$30,000 00
For house for professor	-	-	-	-	5,500 00
For quarters for three assistant professors, master, instructor of drawing and draughting, and carpenter	-	-	-	-	24,000 00
For hospital	-	-	-	-	6,000 00
For chapel	-	-	-	-	3,000 00
For recitation hall	-	-	-	-	15,000 00
For observatory and offices	-	-	-	-	10,000 00

For engine-house, gun-house, and armory -	-	-	\$3,000 00
For storehouse for storekeeper -	-	-	1,000 00
For quarters for ordinary -	-	-	5,000 00
For ship gun-battery -	-	-	2,000 00
For sea wall, and filling in between fort and east wharf -	-	-	3,000 00
For sea wall, and filling in between fort and north wharf -	-	-	7,000 00
For building for laboratory, and steam -	-	-	3,000 00
For building for pyrotechny -	-	-	3,000 00
For bath-house -	-	-	2,000 00
For repairs of all kinds -	-	-	5,000 00

127,500 00

Amount appropriated for year ending June 30, 1851 - \$28,200 00

Plans of the buildings will be submitted to the Secretary of the Navy.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 1, 1850.

L. WARRINGTON,
Chief of Bureau.

Special.—Naval Academy, \$127,500.

NOTE.—Of the above amount (\$127,500) the sum of \$75,000 will, in all probability, be expended in the ensuing fiscal year.

J.

Estimate of the amount required for contingent expenses of the United States Naval Academy at Annapolis, Maryland, for the year ending June 30, 1852.

For fuel, oil, and candles -	-	-	\$1,500 00
For pay of watchman, messenger, gardener, attendants at recitation and mess halls, and laborers employed in keeping in order the public grounds -	-	-	6,000 00
For freight, cartage, postage of letters on public business, and repairs of instruments -	-	-	1,000 00
For blank books, stationery, and blank forms -	-	-	500 00
For philosophical apparatus and books for library -	-	-	5,000 00
For paints, oil, and lime, and provender for horse -	-	-	1,000 00
For incidental expenses -	-	-	1,000 00
For furniture and fixtures for public buildings -	-	-	10,000 00

26,700 00

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 1, 1850.

L. WARRINGTON,
Chief of Bureau.

Special.—Naval Academy, \$26,700.

K.

Estimate of pay required for officers employed at the United States Naval Academy, Annapolis, Maryland, for the year ending June 30, 1852.

1 commander	-	-	-	-	-	\$2,500 00
1 lieutenant	-	-	-	-	-	1,500 00
1 surgeon	-	-	-	-	-	2,000 00
1 chaplain	-	-	-	-	-	1,200 00
1 master	-	-	-	-	-	1,000 00
3 professors, \$1,500 each	-	-	-	-	-	4,500 00
2 professors, (civil) \$1,500 each	-	-	-	-	-	3,000 00
4 passed midshipmen, as assistants, \$750 each	-	-	-	-	-	3,000 00
3 assistant professors, (civil) \$1,000 each	-	-	-	-	-	3,000 00
1 instructor of drawing and draughting	-	-	-	-	-	1,000 00
1 instructor of the art of defence	-	-	-	-	-	500 00
1 carpenter	-	-	-	-	-	700 00
80 midshipmen, \$350 each	-	-	-	-	-	28,000 00
1 secretary, (civil)	-	-	-	-	-	1,000 00
1 clerk, (civil)	-	-	-	-	-	500 00
1 gunner's mate	-	-	-	-	-	300 00
1 hospital steward	-	-	-	-	-	360 00
1 coxswain	-	-	-	-	-	288 00
						54,348 00
						54,348 00

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 1, 1850.

L. WARRINGTON,
Chief of Bureau.

Navy.—Pay of the navy	-	-	-	-	-	\$44,400 00
Special.—Naval Academy	-	-	-	-	-	9,948 00

RECAPITULATION.

Civil.

Salaries	-	-	-	-	-	\$9,400 00
Contingent	-	-	-	-	-	750 00

Navy.

Pay of the navy	-	-	-	-	-	92,000 00
Ordnance and ordnance stores	-	-	-	-	-	171,200 00

Special objects.

Nautical books and Hydrographical office	-	-	-	-	-	65,795 00
Naval Academy	-	-	-	-	-	164,148 00

No. 4.

BUREAU OF YARDS AND DOCKS, *October 12, 1850.*

SIR: In compliance with your instructions of the 6th August last, I have the honor to submit my report, with the estimates from this bureau, for the fiscal year ending 30th June, 1852.

These estimates have, after careful consideration, been reduced to the smallest amount that a due regard to the public interest, and the present state and future progress of the several works of improvement at the respective navy-yards, will permit. It will be seen that the aggregate amount falls short of the last year's estimates in the sum of \$1,113,742; owing chiefly to the fact, that nothing further is required for the completion of the floating docks now under contract.

The present report will exhibit the progress which has been made, with the amounts expended, for improvements and repairs for the last three quarters of the fiscal year ending 30th June, 1850. This is done with a view to enable the bureau hereafter to make the annual reports correspond with the fiscal year.

There are at this time eight navy-yards and two naval stations, which, with the Naval Asylum and the care of the timber upon the public lands, have been placed under the direction of this bureau. It is evident that considerable outlay and expenditures must be made for keeping these establishments in a good state of improvement and repair, and ready at all times to meet the wants of the service, whether as dock-yards for ship building, manufacturing or other purposes; and if kept in such condition, they will be found, with the addition of a naval depot in the State of California, amply sufficient to meet all the demands of our *present navy* for many years to come.

A description of the work done at the several navy-yards, and the particular objects for which appropriations are asked for the next fiscal year, with explanatory remarks thereon, will be found in detail under the head of each yard, to which I respectfully ask your attention, as follows, viz :

PORTSMOUTH, NEW HAMPSHIRE.

The works of improvement at this yard which have been completed since the 1st October, 1849, are: the quay wall west of ship-house No. 4, and the filling behind it; storehouse No. 30; pitch-house and engine-house; timber-shed No. 27; wall west of timber-sheds Nos. 6 and 7, and the powder magazine.

The progress made upon the other authorized improvements has been satisfactory, and they are all in a state of forwardness which promises an early completion. Timber-shed No. 28 is finished, except a small portion of the paving and painting. Quay wall east of ship-house No. 4 is completed, and the enclosed space is about three-fourths filled up. The work upon the commander's quarters has progressed rapidly; the building is now nearly completed, and will probably be ready for occupation during this fall or the coming winter. Such repairs have been made upon the existing improvements as were required for their protection and preservation; and there has been expended upon all authorized improvements from the 1st of October, 1849, to the 30th of June, 1850, the sum of \$29,382 63.

Estimates are submitted for the fiscal year ending 30th June, 1852, for commencing a quay wharf across the head of the timber dock; for filling in around the walls of the floating dock basin, paving around timber shed, magazine wharf, and filling in low grounds, engine-house, wharf, and filling east of No. 4, and for repairs of all kinds, amounting in the aggregate to \$64,527.

The quay wharf, and the filling around the walls of the basin, are deemed highly necessary for the protection and successful operation of the important works now nearly completed. The pavement around the timber shed is required to carry off the water and render that portion of the yard useful. The magazine wharf is much desired, as there is at present no wharf in the vicinity at which articles for the magazine can be landed. The engine-house is very necessary for the accommodation of machinery to be driven by the steam-engine provided for the basin and railways.

The amount estimated for repairs of all kinds will be necessary for the preservation of the different buildings at the yard.

BOSTON.

Since the 1st of October, 1849, the works of improvement at this yard have advanced rapidly; those which have been completed are timber shed No. 37, wharf No. 59, and tracks in gun-park, and shot beds. The other works in progress are the sail-loft and cordage store; wall and filling in southwest of ship-house H; coal house near smithery; paving avenue 63; anchor hoy and water-tank; reservoir, drain, pipes, &c., and addition to brick barn; all of which will be completed during the year 1850, except the sail loft, which will probably be finished next year. Such repairs have been made upon the different buildings in the yard as were requisite for their preservation, and the amount expended for improvements from the 1st October, 1849, to the 30th June, 1850, is \$74,186 '96.

Estimates are submitted for the fiscal year ending 30th June, 1852, for completing sail loft and cordage store; grading and paving; storehouse No. 36; paving, grading, and filling in between Nos. 27, 28, 29, and 30; grading yard; paving gutters; drains; rain-water cistern; rebuilding smithery; coal-house near rope-walk; dredging slips; completing steam-tug and water-tank, and for repairs of all kinds, amounting to \$104,450.

The sail-loft and cordage store is nearly completed, and a small amount is required to finish it and place the grounds around it in such condition as to render this important building convenient and useful. The amount asked for No. 36 is highly necessary, as this building will furnish several excellent work-shops, which are much wanted. Pavements, drains, grading and filling in low places, are all of the utmost importance. The present smithery is a very old building, much decayed and inconvenient in its arrangements: it is proposed to remove this old building and erect one having all the modern improvements and conveniences for the proper execution of the large amount of work done at this yard. A coal-house for the storage of coal to supply the engines at the rope-walk is much wanted. A small sum is required to complete the steam-tug; this vessel is now receiving the machinery, and will be a very valuable acquisition. The amount asked for repairs will be required to meet the current expenses for that object.

NEW YORK.

Two houses for officers' quarters have been completed since the 1st of October, 1849, and are now occupied. The iron and copper store is nearly completed, and a small amount has been expended in dredging channels, filling in and building a fence along Flushing avenue, and paving gutters; the usual annual repairs have been made upon the existing improvements, and there has been expended for improvements, from the 1st of October, 1849, to the 30th June, 1850, the sum of \$19,779 53.

For the fiscal year ending 30th June, 1852, estimates are submitted for a smithery, saw-mill, continuation of quay-wall, cob-wharf, dredging channels, timber-shed, paving gutters and flagging, cisterns, gutters and leaders to ship-houses and timber-sheds, filling in timber-pond, and for repairs of all kinds, amounting to \$178,500.

The amount asked for the smithery is highly necessary, the present building being small, inconvenient, and requiring extensive repairs. The saw-mill is much wanted, as all the sawing is now done by hand, which is a slow and expensive method. At the late session of Congress an appropriation was made for facing the wharves of this yard with stone; and an additional amount is now asked for the continuation of this very important work. The amounts asked for cob-wharf, dredging channels, paving gutters, cisterns, &c., are very much wanted. A new timber-shed is required at this yard, the present sheds being entirely insufficient for the protection and preservation of the valuable ship timber on hand. The estimate for repairs of all kinds will be required to preserve the buildings, and render them useful.

PHILADELPHIA.

The only work of improvement which has been completed at this yard since the 1st October, 1849, is the addition of a second story to a portion of the smithery. The extension of ship house G is nearly completed; a portion of the amount appropriated for the extension of wharves Nos. 1, 2, and 3 has been expended, and the work is now in progress; two-houses for officers will be completed and occupied this fall; the building slip for ship house G is nearly finished, and the new timber-shed will be completed and ready for use during the month of October. The buildings in the yard have been kept in a proper state of repair; and for the several improvements there has been expended, from the 1st of October, 1849, to the 30th June, 1850, the sum of \$33,689 58.

Estimates are submitted for the fiscal year ending 30th June, 1852, for launching slip to ship-house G, addition to walls of basin, and filling in old timber-pond, and for repairs of all kinds, amounting to \$24,400.

Ship-house G having been moved towards the river, it becomes necessary to construct a new launching slip. The building-ways are now in a condition to be used for building purposes; and to render them complete, the launching-slip is required. A small addition to the walls of the basin, and the filling up of the old timber-pond, has been found necessary; and a small amount is asked for these objects. The usual amount is asked for the necessary annual repairs upon the several buildings and other improvements.

WASHINGTON.

Since the first of October last the following works have been completed at this yard, and are now in successful operation: fitting of part No. 11 for a boiler shop, steam-hammer for faggoting scrap iron, steam-hammer in place of old tilt hammer, extending brass-foundry, boiler and furnace for small faggoting-hammer, and boilers for engines Nos. 1 and 2.

The work upon the stone wharf has progressed satisfactorily, and a small amount will be required to complete it. The large boring-mill has been put in operation, and several heavy lathes and planing-machines have been built, and the other machinery provided for by the appropriation of March 3, 1849, is advancing towards completion. The necessary repairs have been put upon the several buildings in the yard, and there has been expended for improvements and repairs since 1st October, 1849, to the 30th of June, 1850, the sum of \$24,948 49.

This yard has become of much importance as a manufacturing establishment; all the chain-cables, anchors, tanks, and many other articles for the navy, are now made here; and tools have been procured for building and repairing steam-engines and other machinery. To obtain greater facilities for the performance of the increased work at this yard, estimates are submitted for the fiscal year ending 30th June, 1852, for filling up timber dock, saw-mill and machinery, ordnance building No. 11, completing wharf, slide-lathes, copper rolling mill, for conveying water to the yard, reservoirs, pipes, &c., railway in ship house T, paint-shop, wharf-crane, raising brass-foundry and tank-shop one story, and for repairs of all kinds, amounting to \$224,800. The amount asked for filling up a portion of the timber-dock is much wanted, the land to be made being required for a site for the saw mill. The old saw-mill building having been converted into a machine shop, a new mill is highly necessary. The ordnance building is an important and desirable improvement, the present shops being entirely too small for the performance of the large amount of work to be done in that department. At the last session of Congress an appropriation was made for the commencement of a copper rolling-mill, and the amount now asked will be required for its completion. The estimate for conveying water to the yard is of great importance; most of the water used for drinking purposes is now obtained daily, at heavy expense, from a spring about one mile distant from the yard, and it is contemplated to procure the water, by pipes, from the spring on public reservation No. 17. An estimate is submitted for building a railway in ship-house T. This will be a valuable appendage, as we have now great facilities at this yard for the repairs of steamers and construction of steam-engines; and it frequently becomes necessary to haul the vessel upon the ways, which can be done with much more ease and safety, and at less expense, if this appropriation is granted. The other objects for which estimates are included are all necessary for executing the large amount of work now done at this yard. The estimate for repairs will be required to meet the current expenses for that object.

NORFOLK.

The improvements which have been completed since the 1st October last are 600 feet of quay wall; 450 feet of pile-wharf; coal-house, and the

steam-hammer and engine, for the smithery. The wall across the timber dock is nearly finished; one large cistern has been built, and is complete with the exception of the pipes; the engine-house for the smithery is nearly finished, and the amount appropriated for that object at the late session of Congress will be sufficient to meet all further expenses. A large amount of materials has been collected for building No. 19, the foundations have been built, and the walls are in rapid progress. This valuable building will probably be ready for occupation early in the spring. The several buildings in the yard have been kept in good repair, and there has been expended for improvements \$66,960 80.

Estimates are submitted for the fiscal year ending 30th June, 1852, for sea-wall at St. Helena; saw-shed; cylinder exhaust pump, &c.; water-tank and capstans, and for repairs of all kinds; amounting to \$50,800. The sea-wall at St. Helena is necessary for the protection of the works erected at that place; the saw-shed is much wanted, there being no suitable place for sawing the curved timber for ship-building. During the past year a series of experiments has been made by the inspector of timber, James Jarvis, esq., to ascertain the proper season for felling timber; the cause and progress of decay; and, if possible, to discover means by which decay and the ravages of the marine worm may be arrested.

These experiments have established some important facts; and for the purpose of pursuing them further, an estimate is submitted for a cylinder and exhaust pump. The water-tank and capstans are much wanted; and to meet the current expenses for repairs of all kinds, the estimate submitted will be necessary.

PENSACOLA.

The improvements which have been completed at this yard since the 1st October, 1849, are the store-house No. 26, and cistern; four houses for warrant officers; coal-house; drains in rear of officers' quarters, and pavements in east and south avenues. The smith's and machine shop is now occupied, and arrangements have been made for procuring such machinery as will render the establishment complete. The guard-house is nearly finished, the walls being built and the roof slated. The paint-shop and cooperage will probably be completed during the next year.

The foundation for the new timber-shed is commenced, and the building will probably be ready for use in January next. A portion of the materials for the rail tracks has been procured, and the remainder is under contract. The brick kitchens for officers' houses are nearly completed. Nearly all the materials for the 1st and 2d class houses have been procured, and four of the houses are in a state of forwardness. The progress upon all these works has been highly satisfactory.

The permanent wharf has not progressed during the past year, as the bureau had been led to expect. In his report of 20th September, 1849, the engineer stated that by the end of the fiscal year (30th June, 1850) he expected to have 200 feet of the southeast face of the wharf *above* the water, and the foundation of the remaining 200 feet in a state of forwardness, provided means were furnished to carry on the work. Ample provision has been made for this object; the wants of the engineer have been promptly supplied from this bureau, and he has been repeatedly urged to go forward with the work. I regret to say, however, that his expectations

with regard to progress have not been realized. In Mr. Herron's last report, dated 30th September, 1850, he states that on the southeast face of the wharf, which is to be 400 feet long, the following work only has been done, viz: over one-half the foundation piles have been driven; the piles for 60 feet cut off at the proper depth; a portion of the wall, from 40 to 50 feet in length, commenced, a part of which is built to within 14 feet of the surface of the water only. Much time and money have been expended upon this work; and as the masonry has at length been commenced, it is hoped that during the remainder of the present fiscal year the progress of construction will be more satisfactory.

There has been expended for all improvements from the 1st October, 1849, to the 30th June, 1850, the sum of \$148,897 27. Estimates are submitted for the fiscal year ending 30th June, 1852, for the permanent wharf, paint shop, and cooperage, guard-house, wharf near storehouse No. 26, tar, pitch, and oil house, storehouse for shells, house for boiling tar, pitch, &c., steam-tug and water-tank, rail tracks, fences and out-buildings for houses outside of the yard, and for repairs of all kinds, amounting to \$158,713.

The sum asked for a permanent wharf is the amount which the commandant of the yard presumes will be sufficient to complete the work, he not having received the engineer's estimate and report, in consequence of his absence from the yard, in time for his annual exhibit.

The bureau, however, from a subsequent report of the engineer, believes a further sum of \$100,000 will be required, in addition to the above, for the extension of this wharf.

Most of the other objects for which estimates are submitted are in progress, and the sums now asked for are required for their extension and completion.

The steam-tug and water-tank is an indispensable object, there being no efficient vessels for those purposes at this yard.

The amount asked for repairs will be necessary for the preservation of the buildings and other improvements.

MEMPHIS.

The foundation of this yard is of doubtful solidity and stability. The effect of the strong currents and overflows upon it cannot be predicted; and the most effectual means to guard against injury from these causes have not been decided upon, and the subject is of great consideration and importance. A large amount will be required to defray the expense of filling up the space allotted for the yard to a proper grade; and I recommend that a board of engineers be detailed to make a thorough examination of the premises, and report upon the nature of the bottom, the effects of the river, and devise some plan for protecting the river front, and guarding against future injury to the yard from the action of the current, &c.

Since the 1st October, 1849, the work upon the embankment has been in progress, and a large space has been filled in around the buildings which have been commenced. The rope-walk building is nearly completed, and the contractor is now engaged in putting up the machinery, all of which is in the building.

During the past season the saw-mill building has been much injured

by the floods in the river, and it will be necessary to reconstruct a part of it. The joiner's shop is nearly completed, and is reported to be in good condition and of the best workmanship. The tarring-house is nearly completed and ready for use. A small amount has been expended for pavements, drains, and ditches; and the total amount expended for all improvements, from the 1st October, 1849, to the 30th June, 1850, is \$35,122 63. Estimates are submitted for the fiscal year ending 30th June, 1852, for embankment, rope-walk, saw mill, piling river front, paving, drains, gutters, &c., cisterns for rope-walk, lime-house, and for repairs of all kinds, amounting to \$116,600.

The amount asked for embankment is necessary for the protection and preservation of the buildings in progress. To complete the rope-walk and saw-mill, a small additional amount is required. The foundation of the building for officers is reported as defective and below the level of the yard. These buildings have been more expensive than was originally anticipated, owing in some measure to the insecurity of the foundations and the difficulty in obtaining suitable material and workmen. The rope walk is now very nearly completed; and it is expected that the machinery will be put in operation during the present year. The amount asked for securing the river front is of the utmost importance, as a large portion of the low ground is overflowed at high stages of the river, and liable to injury from the rapid current. Pavements, drains, and gutters, for carrying off the water, are all much wanted. The cisterns for the rope-walk are for supplying the steam boilers with pure and clean water, and are highly necessary.

A house for the storage of lime is much needed, there being no suitable place in the yard for that purpose. The amount asked for repairs of all kinds will be required for the proper preservation of the buildings in the yard.

SACKETT'S HARBOR.

At this station there has been expended from the 1st October, 1849, to 30th June, 1850, for repairs of all kinds, \$344 35. Estimates are submitted for repairs of all kinds, and for grading and filling in some of the low grounds, amounting to \$2,300—all of which will be necessary for the protection and preservation of the public property.

DRY DOCK, BROOKLYN, N. Y.

This important work had advanced so far towards completion as to admit of the docking of the United States ship Dale on the 8th of January, 1850. A large amount of work has been performed since the 1st of October, 1849, and the last stone of the dock was laid on the 19th of April last. The removal of the coffer dam was attended with great labor; but was successfully performed without accident. The iron floating gate was completed and delivered at the dock by the contractor on the 1st of January. The workmanship upon this gate reflects great credit upon the contractor, Henry R. Dunham, esq. The foundation of the engine-house is completed to the water-table, and about one-half of the quantity of granite required for the building has been delivered, and one-fifth of the whole quantity cut by the contractors.

The work upon this building has been much delayed by the failure of the contractors to deliver materials in proper time; it is now progressing rapidly, and the large pumps and engine for permanent drainage are being put up, and will probably be ready for operation by the middle or last of November. The iron for the folding gates has been procured, and the ribs and plates fitted; the work was then suspended in consequence of the near exhaustion of the appropriation. All the work remaining to be done upon the dock and its appendages will probably be completed during the next spring. The amount which has been expended since the commencement of the work is—

For labor	-	-	-	-	-	\$779,904 31
For materials	-	-	-	-	-	928,267 97
Total	-	-	-	-	-	<u>1,708,172 28</u>

The amount expended from the 1st October, 1849, to the 30th June, 1850, is—

For labor	-	-	-	-	-	\$80,583 99
For materials	-	-	-	-	-	209,389 51
Total	-	-	-	-	-	<u>289,973 50</u>

FLOATING DOCKS.

Since the 1st of October, 1849, the work upon the floating docks, basins, and railways, building under contract at the navy yards at Kittery, Philadelphia, and Pensacola, has progressed rapidly.

At Kittery, all the foundation piles for the basin have been driven; the caps and plank floor laid; about one-half of the granite stringer put in place, and the walls of the basin nearly completed. The foundations for the railway have been commenced, and are in progress. The floor of the dock has been completed; two-thirds of the truss beams are built, placed and fastened; the bottom of the dock coppered and ready for launching. The work, thus far, has been executed in a very satisfactory manner.

At Philadelphia, the foundation piles for the basin and side walls are all driven; the floor nearly finished, and the walls so far advanced as to leave no doubt that all the work on the basin will be completed this fall. The foundations for both lines of railway are completed; the stone ways of one are laid, and the other will probably be finished before cold weather. Seven sections of the dock have been completed, except the machinery, and are launched; two other sections are framed and set up, and the machinery for all is in progress of construction. The contractors for this work have displayed great energy, and the works are rapidly approaching completion.

At Pensacola, the works have not progressed as rapidly as at the other yards, owing to the necessary suspension of operations during the summer months. The platform of the dock and the truss beams have been completed, and the side framing and bracing commenced; the space for the basin has been enclosed by a coffer-dam, and the excavation for the basin is nearly completed.

NAVAL ASYLUM.

The condition of this institution is the only remaining subject to which I would call your attention.

Since my last annual report, the duties of the asylum have been performed with promptness and efficiency. An evident change, I am gratified to believe, has been effected in the character and general conduct of the pensioners. Good order and a disposition to conform to the rules and regulations which have been adopted for their government seem to prevail among them. My opinion, as expressed in my last annual report, in regard to the *location of the asylum*, is still unchanged; and I beg leave to call the attention of the department to the recommendations therein submitted. There are, at present, about one hundred and eighty-five inmates, including officers and attendants, and the applications for admission are gradually increasing.

The sum expended for the support of the institution for six months ending with the fiscal year, (30th June last,) amounted to \$20,060 41, and was charged to the following appropriations: hospital fund, \$8,472 96; pay of the navy, \$11,466 71; contingent, \$100 94.

As the contracts for the present fiscal year have not yet been made, owing to the late period at which the navy appropriations were made by Congress, they will be reported early in January next, agreeably to law; at which time, if it meets your approbation, the bureau will submit an estimate for the amount that will be required during the next fiscal year under the act approved 28th September, 1850, authorizing a floating dock in the State of California.

I have the honor to be, with great respect, your obedient servant,
 JOS. SMITH.

Hon. WILLIAM A. GRAHAM,
Secretary of the Navy.

Schedule of papers which accompany the report of the chief of the Bureau of Yards and Docks to the Secretary of the Navy, for the year ending 30th June, 1852.

- Y. & D.—A. General estimate for yards and docks.
 - Y. & D.—No. 1. Estimate for the support of the bureau.
 - Y. & D.—No. 2. Recruiting stations.
 - Y. & D.—No. 3. Officers and others at yards and stations, in detail.
 - Y. & D.—No. 4. Improvements and repairs at yards and stations.
 - Y. & D.—No. 5. Statements showing the sums which make up the first and second items in paper A.
 - Y. & D.—No. 6. Improvements and repairs of hospitals and asylum.
- JOS. SMITH.

BUREAU OF YARDS AND DOCKS, *October 12, 1850.*

Y. & D.—A.

General estimate from the Bureau of Yards and Docks for the year ending 30th June, 1852, in addition to the balances that may remain in the treasury on the 1st July, 1851.

	Estimated for the year end- ing June 30, 1852.	Estimated for the year end- ing June 30, 1851.
1. For the pay of commission, warrant, and petty officers (see paper Y. & D.—No. 5).....	\$241,966 00	\$235,062 00
2. For the pay of superintendents, naval constructors, and all the civil branches at the yards and stations, (see paper Y. & D.—No. 5)	92,160 00	73,960 00
3. For improvements and repairs at yards and stations, (see paper Y. & D.—No. 4).....	955,090 00	845,966 00
4. For hospital buildings and their dependencies, (see paper Y. & D.—No. 6).....	30,787 00	18,750 00
5. For floating and stone docks.....		1,265,562 00
6. For contingent expenses which may accrue during the year for the following purposes, viz: for the freight and transportation of materials and stores for yards and docks; for printing and stationery; for books, maps, models, and drawings; for the purchase and repair of fire-engines; for machinery of every description, and for the patent-right of using the same; for repairing steam-engines, and attendance on the same in navy-yards; for the purchase and maintenance of horses and oxen and driving teams; for carts, timber-wheels, and workmen's tools of every description, and repairing the same; for postage of letters on public service; for furniture for government houses; for coals and other fuel; for candles and oil for yards and stations; for cleaning and clearing up yards; for flags, awnings, and packing boxes; for watchmen and incidental labor at navy-yards, not applicable to any other appropriation.....	303,700 00	307,145 00
	1,632,703 00	2,746,445 00
		1,632,703 00
Less for 1852		1,113,742 00

NOTE—The increase in the amount required for the naval branch at yards is occasioned by the addition of four warrant officers to the Boston, New York, and Norfolk yards, a chaplain to the Portsmouth, and an allowance of \$80 each to the pursers' stewards at Portsmouth, Philadelphia, and Washington.

The estimates for the civil branch are increased in consequence of estimating under that head for the civil engineers at Portsmouth, New York, Philadelphia, Norfolk, Pensacola, and Memphis; and for a superintendent of the rope-walk at the latter yard, and by increasing the pay of commandants' clerks, and the second and third clerks of storckkeepers, and naval constructors' clerks.

The hospital branch is increased by allowing a chaplain to the Naval Asylum, and nurses, washers, and cooks, &c., at Pensacola, Philadelphia, and New York.

The amounts asked for improvements and repairs at navy-yards, hospitals, &c., are explained in the report from this bureau under the head for each yard.

The contingent estimate has been somewhat reduced, and the aggregate amount of the estimates from this bureau have been reduced in the sum of \$1,113,742.

JOS. SMITH.

BUREAU OF YARDS AND DOCKS, October 12, 1850.

Y. & D.—No. 1.

Estimate of the sums required for the support of the Bureau of Yards and Docks for the year ending 30th of June, 1852, under the acts of 31st August, 1842, and 12th August, 1848.

For Commodore Joseph Smith, chief of bureau	-	-	\$3,500 00
For Wm. G. Ridgely, chief clerk	-	-	1,400 00
For Stephen Gough, clerk	-	-	1,000 00
For William P. Moran, clerk	-	-	1,000 00
For James M. Young, clerk	-	-	800 00
For W. P. S. Sanger, civil engineer	-	-	2,000 00
For George F. de la Roche, draughtsman	-	-	1,000 00
For Charles Hunt, messenger	-	-	700 00
For contingent expenses	-	-	1,000 00
			<u>12,400 00</u>

Submitted.

One additional clerk	-	-	-	-	\$1,000 00
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BUREAU OF YARDS AND DOCKS, October 12, 1850.

Y. & D.—No. 2.

Estimate of the pay of officers attached to the recruiting stations for the year ending June 30, 1852, if no alteration is made in the number of stations.

Rank.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New Orleans.	Total.	Aggregate amount.
Commanders -	1	1	1	1	1	1	6	\$12,600
Lieutenants -	1	1	1	1	1	1	6	9,000
Surgeons -	1	1	1	1	1	1	6	10,500
Passed midshipmen -	1	1	1	1	1	1	6	4,500
Total -	4	4	4	4	4	4	24	36,600

BUREAU OF YARDS AND DOCKS, October 12, 1850.

Y. & D.—No. 3.

Estimate of the pay of officers and others at navy-yards and stations for the year ending June 30, 1852.

No.	PORTSMOUTH, N. H.	Pay.	Aggregate.
	<i>Naval.</i>		
1	Captain - - - - -	\$3,500	
1	Commander - - - - -	2,100	
1	Lieutenant - - - - -	1,500	
1	Master - - - - -	1,000	
1	Surgeon - - - - -	1,800	
1	Purser - - - - -	2,000	
1	Chaplain - - - - -	1,200	
2	Passed midshipmen at \$750 each	1,500	
1	Boatswain - - - - -	700	
1	Gunner - - - - -	700	
1	Carpenter - - - - -	700	
1	Steward, assistant to purser	480	
1	Steward, (surgeon's)	288	
			\$17,468
	<i>Ordinary.</i>		
1	Passed midshipman - - - - -	750	
1	Carpenter's mate - - - - -	228	
6	Seamen at \$144 each - - - - -	864	
12	Ordinary seamen at \$120 each	1,440	
			3,282
	<i>Civil.</i>		
1	Storekeeper - - - - -	1,400	
1	Naval constructor - - - - -	2,300	
1	Civil engineer - - - - -	1,500	
1	Foreman and inspector of timber	900	
1	Clerk of the yard - - - - -	900	
1	Clerk to the commandant - - - - -	900	
1	Clerk to the storekeeper - - - - -	750	
1	Clerk to the naval constructor	650	
1	Porter - - - - -	300	
			9,600
	Total - - - - -	-	30,350

No.	BOSTON.	Pay.	Aggregate.
<i>Naval.</i>			
1	Captain - - - - -	\$3,500	
1	Commander - - - - -	2,100	
2	Lieutenants, at \$1,500 each - - - - -	3,000	
1	Master - - - - -	1,000	
1	Surgeon - - - - -	1,800	
1	Purser - - - - -	2,500	
1	Chaplain - - - - -	1,200	
2	Passed midshipmen, at \$750 each - - - - -	1,500	
1	Boatswain - - - - -	800	
1	Gunner - - - - -	800	
1	Carpenter - - - - -	800	
1	Sailmaker - - - - -	800	
1	Gunner, (keeper of magazine) - - - - -	800	
1	Clerk to purser - - - - -	500	
1	Steward, assistant to purser - - - - -	360	
1	Steward, (surgeon's) - - - - -	360	
\$21,820			
<i>Hospital.</i>			
1	Surgeon - - - - -	1,750	
1	Assistant surgeon - - - - -	950	
1	Steward - - - - -	360	
1	Matron - - - - -	180	
2	Nurses, at \$144 each - - - - -	288	
1	Cook - - - - -	180	
1	Washer - - - - -	120	
3	Watchmen, at 240 each - - - - -	720	
4,548			
<i>Civil.</i>			
1	Storekeeper - - - - -	1,700	
1	Naval constructor - - - - -	2,300	
1	Measurer and inspector of timber - - - - -	1,050	
1	Clerk of the yard - - - - -	900	
1	Clerk to the commandant - - - - -	1,200	
1	Clerk (2d) to the commandant - - - - -	750	
1	Clerk to the storekeeper - - - - -	1,050	
1	Clerk (2d) to the storekeeper - - - - -	750	
1	Clerk (3d) to the storekeeper - - - - -	650	
1	Clerk to the naval constructor - - - - -	650	
1	Porter - - - - -	300	
11,300			
Total - - - - -		-	37,668

NOTE.—The surgeon of the yard is to be required to attend to the marines also.

No.	NEW YORK.	Pay.	Aggregate.
<i>Naval.</i>			
1	Captain - - - - -	\$3,500	
1	Commander - - - - -	2,100	
2	Lieutenants, at \$1,500 each - - - - -	3,000	
1	Master - - - - -	1,000	
1	Surgeon - - - - -	1,800	
1	Purser - - - - -	2,500	
1	Chaplain - - - - -	1,200	
2	Passed midshipmen, at \$750 each - - - - -	1,500	
1	Boatswain - - - - -	800	
1	Gunner - - - - -	800	
1	Carpenter - - - - -	800	
1	Sailmaker - - - - -	800	
1	Gunner, (keeper of magazine) - - - - -	800	
1	Clerk to the purser - - - - -	500	
1	Steward, assistant to the purser - - - - -	360	
1	Steward, (surgeon's) - - - - -	360	
\$21,820			
<i>Hospital.</i>			
1	Surgeon - - - - -	1,750	
1	Assistant surgeon - - - - -	950	
1	Apothecary - - - - -	420	
1	Hospital steward - - - - -	360	
1	Matron - - - - -	180	
4	Nurses, at \$120 each - - - - -	480	
2	Cooks, at \$144 each - - - - -	288	
2	Washers, at \$120 each - - - - -	240	
1	Porter - - - - -	144	
1	Gatekeeper - - - - -	360	
1	Gardener - - - - -	240	
1	Assistant at laboratory - - - - -	120	
5,532			
<i>Civil.</i>			
1	Storekeeper - - - - -	1,700	
1	Naval constructor - - - - -	2,300	
1	Civil engineer - - - - -	2,400	
1	Inspector and measurer of timber - - - - -	1,050	
1	Clerk of the yard - - - - -	900	
1	Clerk to the commandant - - - - -	1,200	
1	Clerk (2d) to the commandant - - - - -	750	
1	Clerk to the storekeeper - - - - -	1,050	
1	Clerk (2d) to the storekeeper - - - - -	750	

No.	NEW YORK—Continued.	Pay.	Aggregate.
1	Clerk (3d) to the storekeeper - -	\$650	
1	Clerk to the naval constructor - -	650	
1	Porter - - - - -	300	
	Total - - - - -	-	\$13,700
			41,052

NOTE.—The surgeon of the yard is to be required to attend the marines also.

No.	PHILADELPHIA.	Pay.	Aggregate.	
	<i>Naval.</i>			
1	Captain - - - - -	\$3,500	\$17,418	
1	Commander - - - - -	2,100		
1	Lieutenant - - - - -	1,500		
1	Master - - - - -	1,000		
1	Surgeon - - - - -	1,800		
1	Purser - - - - -	2,000		
1	Chaplain - - - - -	1,200		
1	Passed midshipman - - - - -	750		
1	Boatswain - - - - -	700		
1	Gunner - - - - -	700		
1	Carpenter - - - - -	700		
1	Sailmaker - - - - -	700		
1	Steward, assistant to purser - - - - -	480		
1	Steward, (surgeon's) - - - - -	288		
	<i>Naval asylum and hospital.</i>			
1	Captain - - - - -	3,500		11,934
1	Commander - - - - -	2,100		
1	Lieutenant - - - - -	1,500		
1	Surgeon - - - - -	1,750		
1	Chaplain - - - - -	1,200		
1	Secretary - - - - -	900		
1	Steward, (surgeon's) - - - - -	360		
1	Steward, (purser's) - - - - -	360		
1	Nurse - - - - -	120		
1	Cook - - - - -	144		
	<i>Civil.</i>			
1	Storekeeper - - - - -	1,250		
1	Naval constructor - - - - -	2,200		

No.	PHILADELPHIA—Continued.	Pay.	Aggregate.
1	Civil engineer - - - -	\$2,350	
1	Measurer and inspector of timber - -	900	
1	Clerk of the yard - - - -	900	
1	Clerk to the commandant - - - -	900	
1	Clerk to the storekeeper - - - -	750	
1	Clerk to the naval constructor - - -	650	
1	Porter - - - -	300	
			\$10,300
	Total - - - -	-	39,652

NOTE.—The surgeon of the yard is to attend to the marines and the receiving vessel.

No.	WASHINGTON.	Pay.	Aggregate.
	<i>Naval.</i>		
1	Captain - - - -	\$3,500	
1	Commander - - - -	2,100	
1	Lieutenant - - - -	1,500	
1	Master - - - -	1,000	
1	Surgeon - - - -	1,800	
1	Purser - - - -	2,000	
1	Chaplain - - - -	1,200	
1	Passed midshipmen, at \$750 each - -	1,500	
1	Boatswain - - - -	700	
1	Gunner - - - -	700	
1	Carpenter - - - -	700	
1	Steward, assistant to purser - - -	480	
1	Steward, (surgeon's) - - - -	360	
			\$17,540
	<i>Ordinary.</i>		
1	Passed midshipman - - - -	750	
1	Boatswain's mate - - - -	228	
1	Steward - - - -	288	
1	Carpenter's mate - - - -	228	
10	Ordinary seamen, at \$120 each - -	1,200	
			2,694
	<i>Civil.</i>		
1	Storekeeper - - - -	1,700	
1	Inspector and measurer of timber -	900	
1	Clerk of the yard - - - -	900	
1	Clerk to the commandant - - - -	900	

No.	WASHINGTON—Continued.	Pay.	Aggregate.
1	Clerk (2d) to the commandant - - -	\$750	
1	Clerk to the storekeeper - - -	900	
1	Clerk (2d) to the storekeeper - - -	750	
1	Steam engineer and machinist - - -	1,800	
1	Master tank and camboose maker - - -	1,250	
1	Master chain-cable and anchor maker - - -	1,250	
1	Pyrotechnist - - -	1,500	
1	Keeper of the magazine - - -	480	
1	Porter - - -	300	
	Total - - -	-		$13,380
			33,614

NOTE.—The surgeon of the yard is to be required to attend to the marines also.

No.	NORFOLK.	Pay.	Aggregate.
	<i>Naval.</i>		
1	Captain - - - - -	\$3,500	
1	Commander - - - - -	2,100	
2	Lieutenants, at \$1,500 each - - -	3,000	
2	Masters, at \$1,000 each - - -	2,000	
1	Surgeon - - - - -	1,800	
1	Purser - - - - -	2,500	
1	Chaplain - - - - -	1,200	
2	Passed midshipmen, at \$750 each - - -	1,500	
2	Boatswains, at \$800 each - - -	1,600	
2	Gunners, at \$800 each - - -	1,600	
2	Carpenters, at \$800 each - - -	1,600	
1	Sailmaker - - - - -	800	
1	Clerk to the purser - - - - -	500	
1	Steward, assistant to purser - - -	360	
1	Steward, (surgeon's) - - - - -	360	
	<i>Hospital.</i>			$24,420
1	Surgeon - - - - -	2,250	
1	Assistant surgeon - - - - -	950	
1	Steward - - - - -	360	
1	Matron - - - - -	180	
3	Nurses, at \$120 each - - - - -	360	
2	Cooks, at \$144 each - - - - -	288	
2	Washers, at \$120 each - - - - -	240	
4	Boatmen, at \$120 each - - - - -	480	
1	Boy - - - - -	96	

No.	NORFOLK—Continued.	Pay.	Aggregate.
	<i>Civil.</i>		
1	Storekeeper - - - -	\$1,700	
1	Naval constructor - - - -	2,300	
1	Civil engineer - - - -	1,500	
1	Inspector and measurer of timber	1,200	
1	Clerk of the yard - - - -	900	
1	Clerk to the commandant - - - -	1,200	
1	Clerk (2d) to the commandant - - - -	750	
1	Clerk to the storekeeper - - - -	1,050	
1	Clerk (2d) to the storekeeper - - - -	750	
1	Clerk (3d) to the storekeeper - - - -	650	
1	Clerk to the naval constructor - - - -	650	
1	Keeper of the magazine - - - -	480	
1	Porter - - - -	300	
			\$13,430
	Total - - - -	-	43,054

NOTE.—The surgeon of the yard is to be required to attend to the marines also.

No.	PENSACOLA.	Pay.	Aggregate.
	<i>Naval.</i>		
1	Captain - - - -	\$3,500	
1	Commander - - - -	2,100	
2	Lieutenants, at \$1,500 each - - - -	3,000	
1	Master - - - -	1,000	
1	Surgeon - - - -	1,800	
1	Purser - - - -	2,500	
1	Chaplain - - - -	1,200	
2	Passed midshipmen, at \$750 each - - - -	1,500	
1	Boatswain - - - -	800	
1	Gunner - - - -	800	
1	Carpenter - - - -	800	
1	Sailmaker - - - -	800	
1	Steward, assistant to purser - - - -	360	
1	Steward, (surgeon's) - - - -	360	
			\$20,520
	<i>Ordinary.</i>		
1	Lieutenant - - - -	1,500	
1	Carpenter's mate - - - -	228	
2	Boatswain's mates, at \$228 - - - -	456	
10	Seamen, at \$144 each - - - -	1,440	
60	Ordinary seamen, at \$120 each - - - -	7,200	
			10,824

No.	PENSACOLA—Continued.	Pay.	Aggregate.	
<i>Hospital.</i>				
1	Surgeon - - - -	\$1,750		
1	Assistant surgeon - - - -	950		
1	Steward - - - -	360		
1	Matron - - - -	250		
3	Nurses, at \$120 each - - - -	360		
2	Cooks, at \$144 each - - - -	288		
3	Washers, at \$120 each - - - -	360		
1	Baker - - - -	420		
1	Carter - - - -	120		
1	Messenger - - - -	144		
3	Watchmen, at \$360 each - - - -	1,080		
1	Gardener - - - -	250		
				\$6,332
<i>Civil.</i>				
1	Storekeeper - - - -	1,700		
1	Naval constructor - - - -	2,300		
1	Civil engineer - - - -	3,000		
1	Clerk of the yard - - - -	900		
1	Clerk to the commandant - - - -	1,200		
1	Clerk (2d) to the commandant - - - -	750		
1	Clerk to the storekeeper - - - -	1,050		
1	Clerk (2d) to the storekeeper - - - -	750		
1	Clerk (3d) to the storekeeper - - - -	650		
1	Porter - - - -	300		
			12,600	
Total - - - -		-	50,276	

NOTE.—The surgeon of the yard is to attend to the marines near the yard, and to such persons in the yard as the commander may direct.

No.	MEMPHIS.	Pay.	Aggregate.
	<i>Naval.</i>		
1	Captain - - - - -	\$3,500	
1	Lieutenant - - - - -	1,500	
1	Master - - - - -	1,000	
1	Surgeon - - - - -	1,800	
1	Purser - - - - -	2,000	
1	Passed midshipman - - - - -	750	
1	Steward, assistant to the purser - - - - -	360	
	<i>Civil.</i>		
1	Storekeeper - - - - -	1,250	
1	Civil engineer - - - - -	2,500	
1	Superintendent of ropewalk - - - - -	1,500	
1	Clerk of the yard - - - - -	900	
1	Clerk to the commandant - - - - -	900	
1	Clerk to the storekeeper - - - - -	500	
1	Porter - - - - -	300	
	Total - - - - -	-	7,850
			18,760
No.	SACKETT'S HARBOR.	Pay.	Aggregate.
1	Commander - - - - -	\$2,100	
1	Master - - - - -	1,000	
	Total - - - - -	-	\$3,100
			3,100

RECAPITULATION.

	Naval.	Ordinary.	Hospital.	Civil.	Aggregate.
Portsmouth, New Hampshire	\$17,468	\$3,282	-	\$9,600	\$30,350
Boston	21,820	-	\$4,548	11,300	37,668
New York	21,820	-	5,532	13,700	41,052
Philadelphia	17,418	-	11,934	10,300	39,052
Washington	17,540	2,694	-	13,380	33,614
Norfolk	24,420	-	5,204	13,430	43,054
Pensacola	20,520	10,824	6,332	12,600	50,276
Memphis	10,910	-	-	7,850	18,760
Sackett's Harbor	3,100	-	-	-	3,100
	155,016	16,800	33,550	92,160	297,526

NOTE.—The pay of 1st clerks to commandants at all the navy-yards is fixed by the law of 1835 at \$900. The bureau proposes to increase their pay at the navy-yards at Boston, New York, Norfolk, and Pensacola to \$1,200, and an estimate is submitted accordingly.

BUREAU OF YARDS AND DOCKS, *October 12, 1850.*

Y. & D.—No. 4.

Estimate of the amounts that will be required towards the construction, extension, and completion of works at the several navy-yards, and for the necessary current repairs at the same, for the fiscal year ending 30th June, 1852, as follows, viz :

PORTSMOUTH, N. H.

Towards the construction of quay wharf across the head of timber dock; filling in around walls of floating dock basin; pavements around timber shed; magazine wharf and filling in low ground; engine-house; wharf and filling in east of No. 4; repairs of all kinds - - - \$64,527 00

BOSTON.

For completing sail-loft and cordage store, grading and paving; completing storehouse No. 36; paving, grading and filling in between Nos. 27, 28, 29 and 30; grading yard, paving gutters, drains, &c.; rain-water cistern; rebuilding smithery; coal-house near rope-walk; dredging slips; completing steam-tug and water-tank; repairs of all kinds - - - - - 104,450 00

NEW YORK.

For a smithery; saw-mill No. 24; quay wall continued; cob wharf; dredging channels; one timber shed; paving, guttering and flagging; cisterns, gutters and leaders to ship-houses and timber-sheds; filling in timber-pond and low places, &c.; repairs of all kinds - - - - - 178,500 00

PHILADELPHIA.

For slip of ship-house G; addition to wall of basin and filling in old timber-dock; repairs of all kinds - - - - - 24,400 00

WASHINGTON.

For filling up timber-dock; saw-mill and machinery; ordnance building No. 11; completing wharf and slide lathes; completing copper-rolling establishment; to convey water to the yard, reservoir, pipes, &c.; railway in ship-house T; paint-shop and wharf-crane; brass foundry and tank-shop, (raising one story); repairs of all kinds - - - 224,800 00

NORFOLK.

For sea wall at St. Helena; brick saw shed; cylinder exhaust pump and apparatus; water-tank and capstans; repairs of all kinds - - - - - 50,800 00

PENSACOLA.

For permanent wharf; paint-shop and cooperage; completing guard-house; wharf near storehouse No. 26; tar, pitch, and oil-house; storehouse for shells; house for boiling tar, pitch, &c.; steam-tug and water tank; rail tracks in yard; fences and outbuildings for outside houses; repairs of all kinds - - - - \$188,713 00

MEMPHIS.

For excavation and embankment; rope-walk; saw-mill; piling river front; paving drains, gutters, &c; cisterns for rope-walk; lime-house; repairs of all kinds - - 116,600 00

SACKETT'S HARBOR.

For repairs of buildings, grading, filling in, and repairs of all kinds - - - - 2,300 00

RECAPITULATION.

For Portsmouth, N. H.	-	-	-	-	\$64,527 00
Boston	-	-	-	-	104,450 00
New York	-	-	-	-	178,500 00
Philadelphia	-	-	-	-	24,400 00
Washington	-	-	-	-	224,800 00
Norfolk	-	-	-	-	50,800 00
Pensacola	-	-	-	-	188,713 00
Memphis	-	-	-	-	116,600 00
Sackett's Harbor	-	-	-	-	2,300 00
Total for yards	-	-	-	-	<u>955,090 00</u>

BUREAU OF YARDS AND DOCKS, *October 12, 1850.*

Y. & D.—No. 5.

Statement showing the several sums which make up the amounts of the first and second items in the general estimate for the Bureau of Yards and Docks, marked Y. & D.—A, for the year ending June 30, 1852.

FIRST ITEM.

For recruiting stations	-	-	-	-	\$36,600 00
For naval branch at yards and stations	-	-	-	-	155,016 00
For hospital branch at yards and stations	-	-	-	-	33,550 00
For ordinary branch at yards and stations	-	-	-	-	16,800 00
Total	-	-	-	-	<u>241,966 00</u>

SECOND ITEM.

For the civil branch at all the yards and stations - - \$92,160 00

BUREAU OF YARDS AND DOCKS, *October 12, 1850.*

Y. & D.—No. 6.

For navy hospitals and asylum.

At Boston.—For repairing, painting, whitewashing, glazing, furnaces, ranges, stoves, &c.	\$1,500 00
At New York.—For plastering, painting; repairs of furnaces, tanks, wall, paving, and flagging; building for laboratory; wall round grave-yard; grading, setting trees, and all other repairs	15,000 00
At Philadelphia.—For removing and rebuilding stable; drains and water to stable; excavation and grading; wall on south side of Shippen street; curbing and paving along Shippen street; painting house, iron railing, &c.; repairs of all kinds	13,837 00
At Norfolk.—For general repairs	5,000 00
At Pensacola.—For wall around hospital grounds; draining and filling ponds; repairs of all kinds	4,450 00
Total for hospitals, &c.	<u>39,787 00</u>

BUREAU OF YARDS AND DOCKS, *October 12, 1850.*

RECAPITULATION.

Civil.

Salaries	\$11,400 00
Contingent	1,000 00
Submitted	1,000 00

Navy.

Pay of the navy	241,966 00
Contingent	303,700 00

Special.

Pay of superintendents	92,160 00
Improvements and repairs of navy-yards	955,090 00
Improvements and repairs of hospitals	39,787 00

No. 5.

BUREAU OF PROVISIONS AND CLOTHING,
November 16, 1850.

Sir: In compliance with your instructions, I have the honor to transmit herewith, estimates for that part of the naval service coming under the cognizance of this bureau, for the fiscal year ending 30th June, 1852, marked A and B; also, statements and abstracts, in compliance with the acts of Congress of April 21, 1808, March 3, 1809, and March 13, 1843, marked C to M.

The estimates correspond with those of the fiscal year ending June 30, 1851. On this subject I beg leave to make some remarks. It is evident, from the information possessed by the bureau, that if all the bills for provisions (including the ten per cent. reserved on all deliveries until the completion of the contracts) were presented for payment within the fiscal year, the appropriation for provisions would be inadequate to meet them by many thousand dollars. As it is, the expenditures of one year running into the succeeding appropriation, leaves no deficiency for the moment apparent, however much it may be felt subsequently. I will endeavor, from a sense of duty, to state, as concisely as possible, some of the causes which have heretofore produced, and will continue in the future to produce, this deficiency; and in doing so, would disclaim all purpose or desire to retrench any just right or privilege of the men of our service.

The actual first cost of the ration, by contract, has for a series of years averaged about fourteen cents; but the appropriation for provisions is founded on an estimate of twenty cents for each ration. This difference is intended to cover not only the first cost, but likewise all contingent and incidental losses and expenses, such as deterioration, leakage, condemnation, &c., the greatly enhanced prices sometimes paid on foreign stations to supply deficiencies, and for expenses of substitutes, such as fresh beef and vegetables, for different parts of the ration, as well as for various other charges which fall on this appropriation. But it is subject to heavier drafts still, in consequence of the large number of rations allowed to be commuted by the men, for which the full estimated price of the ration is paid, which in my opinion is in conflict with the spirit of the act of August 29, 1842. It is paying a maximum price for commutations on the part of the government, for articles in return not of equal value, and liable to constant deterioration; and in proportion as the price paid the commuters exceeds the value of those articles, the appropriation is the loser. In the army, no commutation of subsistence, except to officers and their attendants, is permitted, but all must draw the rations provided for them. Unless it be made obligatory for the crews of our vessels, with the exception of the officers and their attendants, to draw the rations provided for them, or unless it shall be made imperative that a fixed number of rations shall at all times be commuted on board every vessel, and at all stations, the bureau has no data to guide it in providing the supplies, but must continue to estimate for the full complement of men allowed to each vessel; the number of commutations varying so materially at different times on the same vessels and stations, as to make it unsafe to adopt any estimate but that for a full complement. The result of this shows that the appropriation is subjected to great loss, both in money paid for commutations at an advance upon the cost of the ration, and the conse-

quent additional quantity of provisions left on hand, liable to condemnation. In a vessel, the total value of the rations to which the crew were entitled amounted to \$167,366; and of this sum \$45,982 was paid for undrawn rations, being more than one-fourth of the whole amount.

Another source, entailing no inconsiderable loss upon the appropriation, is found in the provisioning of the small vessels attached to the coast survey; not arising, however, from any fault of their commanders, many of whose returns are always correct and prompt. It is by reason of the losses sustained by the diffusion of stores in small portions among so many vessels, the occasional purchase of supplies at higher prices than by contract, rendered necessary to be made often, from the peculiar nature of their duties. It also frequently happens that upon the return of these small vessels, to be laid up for the winter, the remnants of their stores have to be sold at a sacrifice, as they will seldom keep until again wanted for that service.

In this connexion, likewise, I would present to your notice the large amount drawn from the appropriation for provisions for the benefit of the hospital fund. By the 5th section of the act of February 26, 1811, it is enacted, "That when any navy officer, seaman, or marine, shall be admitted into a navy hospital, the institution shall be allowed one ration per day during his continuance therein, to be deducted from the account of the United States with such officer, seaman, or marine." This section has been construed, and I think correctly, until within a few years past, to embrace only those sent to and subsisted at the hospitals on shore, while the rations of the sick men on board ship, for whom there is provision made for medicine and stores, by annual appropriations, were always stopped and noted on the weekly returns of provisions. These latter remaining as part of the stores belonging to the vessels, did not constitute a charge on the appropriation. But it has since been claimed and allowed that the value of these stopped rations should also be credited to the hospital fund, thus further subjecting the appropriation to an additional tax of five or more cents per ration; in fact paying, from a fund intended to meet various and unavoidable losses, a premium for leaving the rations undrawn, which are afterwards to be subjected to the usual concomitants of deterioration and condemnation.

The amount credited to the hospital fund, as nearly as can be ascertained, out of the appropriation for provisions, averages about twenty-five thousand dollars per annum. I would respectfully suggest the propriety of discontinuing the practice of crediting the undrawn rations of the sick on board ship to the hospital fund; and, in any event, that all credits for undrawn rations should be, as I think was the intention of the law, estimated at the actual, and not the estimated cost of the ration. Or I would propose a fixed rate of fifteen cents, under such regulations as this bureau might prescribe, to insure correct returns and credits. I would also suggest that no person, not actually attached to and doing duty on board a sea-going or receiving ship, should be allowed a ration; and that the compensation of all other persons should be a fixed sum per month. This would be more satisfactory, and would materially simplify all accounts, and be more in accordance with that part of the act of March 3, 1835, relating to the rations.

For many years complaints have been made of the bread furnished for the navy, and large quantities have been condemned—much larger than would have been the case, had the articles been manufactured of such materials as specified in the contracts. It is believed—indeed there can be

no doubt of the fact—that biscuit can be manufactured of almost any kind of flour, even of the most indifferent description, whether sour, old, or tainted, by adding to which some particular and perhaps deleterious ingredient, may be made a bread of good appearance, and sweet to the taste; yet, in a short time this article will deteriorate, and become mouldy and wormy. Although our contracts require the bread to be manufactured entirely of fresh, sweet, superfine flour, and that it be subjected, before it is received, to a rigid inspection by intelligent and competent officers, we have by no means succeeded in obtaining such an article as we have a right to expect, or the contracts demanded; and this, notwithstanding the vigilance and care of the inspecting officers.

While every precaution has been taken to send to our vessels on foreign stations such an article, of this most important necessary of life, as had borne a close inspection, and was to every appearance faultless, it has been found, in many instances, after its arrival abroad, unfit to be issued to our vessels. This has in some cases delayed, quite injuriously, their movements; and subjected the government to heavy losses from the enhanced price it was compelled to pay, in meeting the deficiencies caused by condemnations. This condition of things, against which no care or intelligence can guard, should, if possible to correct, be no longer permitted; and, as the only remedy, I would respectfully suggest the establishment, under the control of this bureau, of a bakery at the navy-yard, Brooklyn. I mention this as a proper location, because of its central position, the great facilities its large market always affords, and because the major part of our shipments are made from it. From the best information I am enabled to obtain, it is estimated that a suitable building could be erected, the necessary machinery and appurtenances procured and put up, for a sum not exceeding twenty-five thousand dollars. I believe the value of the bread condemned under our present contract system, in two years, frequently equals, if it does not exceed, that sum. During the past eighteen months, Mr. Parrott, the intelligent and efficient chief clerk of this bureau, has caused to be kept a record of articles condemned, connected with its administration, taken from the returns of surveys made; by which it appears, that during the year ending June 30, 1850, there was condemned 298,848 pounds of bread, which at the contract price cost \$12,586 84. It does not appear that any such record had been kept previously, although the returns of surveys are in most cases deposited in the office; but in a report made to the department by my predecessor, it is found that the quantity of bread condemned, and otherwise lost, in 1845, alone amounted to 335,091 pounds; costing, at the average contract prices of that year, about \$13,500. I would remark, that condemnations do not result in all cases in a total loss; but it is evident that the proceeds arising from the sales of condemned bread must be nearly so. It is admitted that the price of bread manufactured at a public bakery might, perhaps, exceed contract prices—but it is equally certain that a better article—one upon which at all times reliance could be placed—would be manufactured, securing the service from disappointment, assuring to the sailor a wholesome and unexceptionable bread; and as it regards economy, doing away with the present frequent and heavy losses sustained by condemnations. Another important fact is to be taken into consideration: that we should have the selection of the flour best adapted to the manufacture of the best biscuit; and indeed on this selection de-

pend, in a great measure, the whole secret of good bread; and we cannot doubt that such an establishment would tend materially to lessen, if not entirely to prevent, the recurrence of the inconveniences and losses to which the government, in the procurement of this article, is now subjected.

Many persons no doubt offer to enter into contracts with the government at low and ruinous prices, hoping for and relying upon some exigency or fortuitous circumstance, in the event of their bids being successful, to secure the reception of their articles by the government, whether they be inferior or not. They fancy it is only necessary to have a contract with the government, to result, in some mysterious way, in success and fortune to themselves. The bureau has endeavored to counteract such expectations, by rigidly enforcing the conditions of all contracts, and requiring in all cases a strict adherence to the samples, where such are provided; and the acknowledgments of the bureau are due to the officers acting as inspectors at the several stations, for the facilities and assistance they have ever readily extended; and especially are they due to Commander Carpenter, the inspector at New York, for the very efficient manner in which he has always so ardently co-operated, as well as for the valuable information which his zeal enables him so frequently to impart.

The government does not desire to be served at the expense of its citizens; and in driving the excessively low, and perhaps irresponsible bidder, from its future service, by rigidly enforcing the contracts, it will be doing justice to those who are willing to supply it at reasonable and fair living prices.

The quantity of cheese on hand at the navy-yards at Boston, New York, and Norfolk, is equal to a supply for two years and a half, and there is a large amount, besides, at our other depots at home and abroad. The cause of this accumulation may be found in the following statement:

On the 1st of January, 1847, there was on hand at the above named places 249,692 pounds, sufficient for a supply for three years; and 264,236 pounds on the 1st July, 1847, besides considerable quantities at our other depots. In May, 1847, contracts were entered into for 80,000 pounds per annum, for four years. The first delivery of 40,000 pounds was made in November of that year, and a like quantity was to be delivered in each succeeding May and November, until the completion of the contracts. So much complaint was made of the quantity of the article on hand, and by the men of the quality, (it being by regulation required that the oldest article should be first issued) that soon after taking charge of the bureau, in July, 1849; I felt it my duty to bring the subject to the notice of your predecessor, by whose instructions letters were addressed to the contractors to ascertain whether, in view of the large accumulation of the article on hand, they would be willing to abrogate the contracts, or at least to suspend for a time any further deliveries. To both propositions negative answers were received. As a preliminary to any action, and previous to addressing letters to the contractors, instructions were given to the commandants of the above named yards to have surveys held on all the cheese in their respective stores, and to report the quantity under each year's inspection. It fortunately happened that but a small quantity of any delivered prior to 1847 at Boston and Norfolk was remaining; but the result of the survey held at New York will be best understood by the following extracts from the report of the surveying officers: "The first lot, comprising 1,346 boxes, containing 102,197 pounds, we have condemned.

This cheese has been in store since prior to 1846, and some of it is reported to have been here since 1843." "The cheese was, no doubt, good in its time, but age has impaired it, until almost every box has lost its flavor; the salt has kept it from decaying, but it has become hard, honey-combed, shrunk, and in some instances discolored." "The second lot, 282 boxes, weighing 21,129 pounds, supplied in 1846, is in better order." The surveyors recommended that this lot should also be sold. The cost of the first lot of 1,346 boxes was \$19,034 19; the net proceeds of the same at auction amounted to only \$2,238 79. The second lot having been considered good for immediate use, was distributed to the different yards, to be issued as soon as possible. The last deliveries under these contracts will fortunately occur in May next; and no new ones will be entered into until our present stock is nearly exhausted; and when they shall be deemed necessary, care should be taken to stipulate, as is the case in most of our present contracts, not for any specific quantity, but only for such as the wants of the service may require.

Heretofore the small-stores were procured, after advertising, by contracts, at and for the different stations; and as a matter of course, there being no uniform samples, neither the articles nor the prices corresponded at any two places. This was unjust to our seamen, who could not understand the propriety or reason of their being obliged to pay for an inferior article, at one station, much more than for a similar but superior one at another. To obviate this anomalous state of things, a board of officers was appointed, with the approbation of your predecessor, to make a selection of samples for all articles coming under the denomination of small-stores. Sets of the samples then selected, properly sealed, have been deposited at each navy-yard, to secure uniformity in all the supplies. After advertising in conformity to law, a contract was made to have all articles delivered at the same prices, and in such quantities, at whatever yard the bureau might direct. Our men will now be supplied, as they have hitherto been, with clothing at uniform prices, and with articles always alike, at all and every station, whether at home or abroad; and besides giving satisfaction to the men, there is no doubt this system will result in economy to the government.

The suits referred to in my last annual report against the contractors, for failure of delivery of beef and pork for the year 1847, are still pending.

In that report it was stated that the contractors for beef for the year 1849 had not delivered a barrel; purchases had in consequence to be made, and a special report, showing the amount of excess paid by the government over the prices stipulated in the contracts, was made to your predecessor, and prompt action was taken by him to recover the excess. The suit is still pending.

All the contracts, with one exception, for the fiscal year ending June 30, 1850, have been fulfilled. A special report in relation to the delinquent contractor was made to you on the 22d August, and measures were taken to recover the loss sustained by the government.

The clothing fund is ample for all purposes; and although we have large amounts in the Pacific unaccounted for, it is believed that when the returns are received, no considerable, if any, diminution will be found.

The bureau has endeavored to carry out the wishes of the department to prevent any undue accumulation of stores, and in doing so it is satis

fied that an ample supply is now kept on hand, and its attention shall continue to be directed to making such further reductions as the wants of the service may admit.

The total value of provisions, clothing, and small-stores on hand on the 30th June, 1849, was \$803,178 53; and on the 31st December, 1849, was \$674,399 42; showing a diminution, for the six months, of \$128,779 11. The value on hand 30th June, 1850, was \$624,827 24, being a reduction of \$49,572 18 in six months, and a total diminution for the year of \$178,351 29.

The discontinuance of the depots at Honolulu and Monrovia, as suggested in my last report, and directed by the department, will be a saving to the government of four thousand dollars per annum.

The returns from our store-keepers, at home and abroad, have been made with as much punctuality as circumstances have admitted; but I regret to say that the condition of the affairs connected with this bureau, in the Pacific, is in much confusion. We have not yet received accounts of the sales of large quantities of clothing, provisions, and other stores, which we have incidentally been informed have occurred there. The removal, probably made necessary by and consequent on the changes of the state of public affairs in California, of vessels consigned to Mr. Botts, our store-keeper at Monterey, and subsequently of the stores there deposited to San Francisco, and the appointment of agents not recognised by the department, in whose charge they were placed, have doubtless been the principal causes of the difficulty. Subsequently the above-named store-keeper has removed to San Francisco, and again taken charge of the stores, making a few returns, satisfactory so far as they go; and it is hoped, from the strong appeal made to him by the bureau to assist, if practicable, in extricating our affairs from this condition, that we shall finally succeed. It is, however, to the well known energy and zeal of Commodore McCauley, who has recently assumed the command of our forces in the Pacific, and who was put in possession of the wishes of the department, that we look with confidence for a full elucidation of the condition of our affairs in that quarter.

I take great pleasure in stating that the returns of the pursers on the home and foreign stations have been regular and satisfactory.

The bureau begs leave to renew the suggestion contained in its last report, that the "Warren," now at San Francisco, represented to be as unfit for sea service, be prepared and fitted for a floating storehouse at that place.

In addition to shipments made per statement D, the bureau has forwarded, since the 1st July, in public store-ships, about 3,700 barrels of supplies to the Mediterranean, and about 2,000 barrels to Rio de Janeiro; and in a chartered vessel, about 2,100 barrels to the coast of Africa. Further shipments of about 3,750 barrels to the Mediterranean, and about 2,100 barrels to the coast of Africa, will leave the United States in a few days, in vessels chartered for the purpose. And the United States store-ship "Southampton," with supplies for our vessels in the Pacific, will sail from New York in a few weeks. Some few articles have also been sent to Macao in a transient vessel.

I have been requested to bring to your notice the very inadequate compensation made to the clerks and assistants in the pursers' department of the navy, particularly at our navy-yards and in receiving-vessels. I am

not aware by whom the present rates of compensation were established, but I can from experience bear testimony of their perfect insufficiency for the support of such men as are competent to perform the responsible duties that necessarily devolve upon them. It is not the amount of labor alone, but it is the trust and the extent of honorable confidence reposed in such cases, which ought to be considered. But even the extent of labor in performing their duties will be found equal if not greater than that performed by any other assistants at the yards; and it will not be pretended that the qualification and education of competent accountants are inferior to those engaged in copying.

I believe it would materially tend to promote the interests of the public service to increase the compensation of those subordinate officers, so as to make the places desirable for men of established character and qualifications; and I most earnestly recommend the subject to your favorable consideration.

I have the honor to be, sir, very respectfully, your obedient servant,
WM. SINCLAIR.

HON. WILLIAM A. GRAHAM,
Secretary of the Navy.

Schedule of papers herewith submitted.

- A.—Estimate of expenses of the bureau.
- B.—Estimate for provisions for the navy.
- C.—Statement of provisions, clothing and small-stores, at home and abroad (last returns.)
- D.—Statement of shipments made during the fiscal year.
- E.—Cost of provisions, clothing and small-stores, condemned.
- F.—Abstract of proposals received for “navy supplies.”
- G.—Abstract of proposals received for “clothing and materials.”
- H.—Abstract of proposals received for “small-stores.”
- I.—Abstract of proposals received for “fresh beef and vegetables.”
- K.—Abstract of proposals received for “navy beef and pork.”
- L.—Abstract of proposals received for “transportation of stores.”
- M.—Statement of contracts made by the bureau.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year commencing July 1, 1851, and ending June 30, 1852.

For compensation to the chief clerk of the bureau, per act of August 31, 1842	\$1,400 00
For compensation to one clerk, per act of August 31, 1842,	1,200 00
For compensation to one clerk, per acts of August 31, 1842, and September 30, 1850	1,000 00
For compensation to one messenger, per act of August 31, 1842	700 00
For compensation to one clerk, per act of 3d March, 1845	1,200 00
For compensation to one clerk, per act of 3d March, 1847	1,000 00
	<hr/>
	*6,500 00
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[*NOTE.—The salary of the chief of the bureau is provided for by the act of August 12, 1848; therefore not embraced in this estimate, a purser of the navy having been assigned to duty as head of said bureau.]

CONTINGENT.

For printing, blanks, books, and stationery	\$450 00
For miscellaneous items	200 00
For one laborer, at \$10 per month	120 00
	<hr/>
	770 00
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APPROPRIATIONS FOR THE YEAR ENDING JUNE 30, 1851.

For compensation to the clerks and messenger of the bureau,	\$6,300 00
For contingent	770 00
	<hr/>
	7,070 00
	<hr/> <hr/>

ASKED TO BE APPROPRIATED FOR THE YEAR ENDING 30TH JUNE, 1852.

For compensation to the clerks and messenger of the bureau,	\$6,500 00
For contingent	770 00
	<hr/>
	7,270 00
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BUREAU OF PROVISIONS AND CLOTHING,
October 5, 1850.

Respectfully submitted, to equalize the salaries of the clerks in this bureau with those of the clerks in the bureaus of other departments of the government, viz:

Additional to chief clerk	-	-	-	-	-	\$300 00
Additional to one clerk of 1st class	-	-	-	-	-	200 00
Additional to two clerks of 2d class	-	-	-	-	-	200 00
Additional to one clerk of 3d class	-	-	-	-	-	100 00
						<u>800 00</u>

B.

Estimate from the Bureau of Provisions and Clothing for that portion of the United States naval service coming under its cognizance during the year commencing July 1, 1851, and terminating June 30, 1852.

ESTIMATE FOR PROVISIONS FOR 7,500 MEN.

One ration per day for 7,500 men would be, for the year, 2,745,000 rations, which, at twenty cents each, is equal to						\$549,000 00
One ration per day for 750 commission and warrant officers "attached to vessels for sea service," for the year, would be 274,500 rations, which, at twenty cents each, is equal to						54,900 00
One ration per day for 750 officers and marines attached to vessels for sea service, would be 274,500 rations, which, at 20 cents each, is equal to						54,900 00
Additional sum required for an estimated number of 4,000 men who may decline to draw the spirit portion of their ration, as provided by the acts of 3d March, 1847, and 3d August, 1848						29,280 00
Aggregate amount required	-	-	-	-	-	<u>688,080 00</u>

BUREAU OF PROVISIONS AND CLOTHING,
October 5, 1850.

RECAPITULATION.

CIVIL.

Salaries	-	-	-	-	-	\$6,500 00
Contingent	-	-	-	-	-	770 00
Submitted	-	-	-	-	-	800 00
						<u>800 00</u>

NAVY.

Provisions	-	-	-	-	-	\$688,080 00
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C.

Statement showing the value of provisions, clothing, and small-stores on hand at the last dates received from the different United States naval stations, at home and abroad; submitted to the department July 1, 1850.

Station.	Date.	Provisions.	Clothing.	Small-stores.
Portsmouth, N. H.....	July 1, 1850			
Boston, Mass.....do....	.....do....	\$59,536 83	\$55,638 72	\$10,918 30
New York.....do....	.....do....	56,779 41	47,437 94	7,819 60
Philadelphia.....do....	.....do....	44 61	1,238 90	217 31
Washington, D. C.....do....	.....do....	199 67	2,749 27	468 91
Gosport, Va.....do....	.....do....	56,985 71	48,830 49	11,057 11
Pensacola, Florida.....do....	.....do....	21,333 35	31,537 01	4,666 85
Macao, China.....do....	Jan. 1, 1850	15,525 69	20,608 16	504 69
Spezzia, Italy.....do....	.....do....	3,138 73	15,870 55	1,313 00
Port Praya.....do....	April 1, 1850	7,853 72	14,225 92	1,928 84
Rio de Janeiro.....do....	Jan. 1, 1850	5,635 66	18,872 43	2,306 69
Monterey.....do....	.....do....	45,020 38	10,193 18	1,240 76
In transitu to Macao.....	.....do....	3,636 14		
Do.... Monterey.....	.....do....	19,611 66	17,178 93	3,002 12
Total.....	.....	295,001 56	284,381 50	45,444 18

Per transport "Ariel," and United States storeship "Supply."

BUREAU OF PROVISIONS AND CLOTHING, October 5, 1850.

D.

Statement showing the value of shipments made by the Bureau of Provisions and Clothing to the respective squadrons on foreign stations, during the fiscal year ending June 30, 1850.

Station.	Provisions.	Clothing.	Small-stores.
Macao.....	\$11,172 25	.....	\$815 65
Mediterranean.....	47,566 99	\$27,540 63	3,886 04
African squadron.....	13,402 16	4,972 57	1,743 59
Brazil squadron.....	10,686 97	5,039 46	1,872 49
Pacific squadron.....	19,611 66	17,178 93	3,002 12
Total.....	102,439 97	54,731 59	11,319 89

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, November 9, 1850.

E.

Statement showing the cost of provisions, clothing, and small-stores condemned on board the various national vessels and at foreign naval stations, and thrown overboard or otherwise destroyed; loss by leakage, evaporation, and other casualties of the service; also, condemned and sold at auction at naval stations at home and abroad, with amount of net proceeds of sale, from July 1, 1849, to June 30, 1850, inclusive.

Stations, &c.	Provisions.		Clothing.		Small-stores.	
	Cost.	Proceeds.	Cost.	Proceeds.	Cost.	Proceeds.
Portsmouth, N. H.....	\$964 11	\$290 99	\$254 36	\$50 76	\$239 25	\$55 79
Boston, Mass.....	2,504 58	645 63	916 33	194 65	570 73	128 68
New York.....	21,597 11	2,975 33	3,756 63	760 66	796 66	174 06
Philadelphia, Pa.....	64 85	6 45	.....	.....	.....	.....
Washington, D. C.....	936 62	256 34	667 60	132 54	97 90	8 04
Norfolk, Va.....	1,750 02	544 85	2,753 69	796 27	559 03	72 40
Pensacola, Fla.....	2,151 64	190 67	717 23	166 99	372 26	21 36
Rio de Janeiro.....	562 37	104 36	9 12	.....	440 66	67 51
Macao.....	6,374 43	2,357 71	73 72	.....	434 14	38 69
Port Praya.....	1,147 90	.....(*)	.....	.....	.....	.....
Monrovia.....	238 02	18 58	165 73	36 13	.....	23 49
Monterey.....	8,754 23	1560 58	.....	3,743 16	1,259 98	.....
Spezzia.....	559 01	.....(*)	425 77	.....	.....	.....
The several other vessels, including leakage, &c...	8,052 41	.....(†)	106 02	144 84	94 92	11 81
	55,657 30	7,899 49	9,846 25	5,926 00	4,965 53	591 83

* From these stations no account of sales as yet received.

† The proceeds from Monterey are from condemnations of last year, and from whence no returns were made.

‡ These amounts received from William Hindman, navy agent, Baltimore, for sales of condemned property on board receiving-ship Ontario, and from Sterrett Ramsey, from sales of condemned property on board the steamer Michigan.

H. J. S.

BUREAU OF PROVISIONS AND CLOTHING, August 1, 1850.

F.—Abstract of proposals for navy supplies for 1850 and 1851, received under the advertisement of the Bureau of Provisions and Clothing, dated March 20, 1850.

Names.	Residence.	Flour, per barrel.			Biscuit, per 100 pounds.						
		Boston.	N. York.	Norfolk.	Boston.		N. York.		Norfolk.		
					Tight cask.	Flour bbls.	Tight cask.	Flour bbls.	Tight cask.	Flour bbls.	
Curtis & Co.	Boston										
Remington & Co.	New York										
George W. Shaw	Boston	\$5 90	\$5 90	\$5 90	\$3 86	\$3 41	\$3 86	\$3 41	\$3 86	\$3 41	
Willis S. Nelson	Fulton, N. J.	7 00	7 00	7 00	7 00	6 00	7 00	6 00	7 00	6 00	
Jas S. Sturges, (informal)	New York										
Thomas Brown	Georgetown, D. C.	6 75	6 75	6 75	3 67	3 38	3 65	3 24	3 44	3 17	
William Lang	Boston	5 98	6 12	6 25							
John Woodside & Co.	Philadelphia										
Wardwell, Knowlton & Co.	New York										
William Heilman	Philadelphia										
John A. Higgins	Norfolk	5 90	5 59	5 35	4 40	3 96	4 37	3 98	4 50	4 00	
Thomas E. Lukens	Philadelphia	6 25	6 50	6 25							
R. A. Worvell	Norfolk										
N. H. Graham	Philadelphia	6 98	6 98	6 98							
J. O. Donoghues, (informal)	New York										
Alpheus Fobes	do	5 93	5 69	5 79½							
Wells, Miller, & Prevost	do										
Stephen G. Bogert	do	6 85	6 85	6 85	4 85	4 15	4 85	4 15	4 75	4 05	
Frs. T. Sargent, (informal)	do										
Storer & Stevenson	do										
Bucklin & Crane	do										
A. B. Patterson & Co.	Baltimore										
Hyatt & Stump	do	7 00	7 00	7 00							
John A. Higgins	Norfolk	5 87	5 59	5 35	4 40*	3 96	4 37	3 98	4 50	4 00	
A. Jeffers	do										
M. Bartlett	Boston				3 70	3 34					
Timberlake & Ricketts	New York	5 97	5 97	5 97							
Esau Pickrell	Georgetown, D. C.										
Gurdon K. Tyler	Baltimore				3 99	3 47	3 95	3 40	3 85	3 29	
E. P. Holden	do				3 75	3 12	3 70	3 13	3 62	3 06	

[1]

348

F—Continued.

Names.	Residence.	Whiskey, per gallon.			Sugar, per pound.			Tea, per pound.		
		Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.
Curtis & Co.	Boston									
Remington & Co.	New York.									
George W. Shaw	Boston	\$0 28	\$0 28	\$0 28	\$0 6.31	\$0 6.31	\$0 6.31	\$0 42	\$0 42	\$0 42
Willis S. Nelson	Fulton, N. J.	36	36	36	8	8	8	65	65	65
Jas. S. Sturges, (informal).	New York.									
Thomas Brown.	Georgetown, D. C.				8	8	8	43	43	43
William Lang.	Boston.		30		5.75	6.50	6.75	31	38	43
John Woodside & Co.	Philadelphia.							46½	46½	46½
Wardwell, Knowlton & Co.	New York.					5.65	5.95	39	39	39
William Heilman.	Philadelphia.	29	28	30						
John A. Higgins.	Norfolk.	29	27	25¾	7½	7.23	7¾	59	47½	52
Thomas E. Lukens.	Philadelphia.									
R. A. Worvell.	Norfolk.									
N. H. Graham.	Philadelphia.	28¼	27¼	28¼	6.20	6.20	6.20	39½	39½	39½
J. O. Donoghues, (informal)	New York.									
Alpheus Fobes.	do.	29 9-10	27½	28 15-16	7 3-10	7 9-16	7.39	64	60	61 3-16
Wells, Miller, & Prevost.	do.									
Stephen G. Bogert.	do.				7 8-10	7 6-10	7 8-10	64½	64½	67½
Frs. T. Sargent, (informal).	do.									
Sierer & Stevenson	do.					7½	7½		49½	49½
Bucklin & Crane.	do.							37	37	37
A. B. Patterson & Co.	Baltimore				6.48	6.48	6.48	54.93	54.93	54.93
Hyatt & Stump	do.	33	33	33	6¾	6¾	6¾	45	45	45
John A. Higgins	Norfolk.	28¼	27	25¾	7¾	7.23	7¾	54	46	59
Jeffers.	do.									
F. Bartlett.	Boston.									
Pimberlake & Ricketts.	New York.	27.24	26.43	27.24	6.73	6.68	6.86	44.47	44.36	44.47
Esau Pickrell.	Georgetown, D. C.	35	35	35						
Gurdon K. Tyler.	Baltimore									
E. P. Holden.	do.									

F—Continued.

Names.	Residence.	Coffee, per pound.	Rice, per pound.			Butter, per pound.			Molasses, per gallon.		
		New York.	Boston.	New York.	Norfolk.	Boston.	N. York.	Norfolk.	Boston.	New York.	Norfolk.
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Curtis & Co.....	Boston.....										
Remington & Co.....	New York.....										
George W. Shaw.....	Boston.....	10.98	3½	3½	3½	15¾	15¾	15¾	27	27	27
Willis S. Nelson.....	Fulton, N. J.....	10	5½	5½	5½	25	25	25	35	38	38
Jas. S. Sturges (informal).....	New York.....										
Thomas Brown.....	Georgetown, D. C.....	12	4½	4½	4½				33	33	33
William Lang.....	Boston.....	12	4	4	4	16	20	22	24	30	30
John Woodside & Co.....	Philadelphia.....										
Wardwell, Knowlton & Co.....	New York.....	8½									
William Hoilman.....	Philadelphia.....										
John A. Higgins.....	Norfolk.....	8½	3 15-16	3.90	3.49	23	20	16¾	29	28	26
Thomas E. Lukens.....	Philadelphia.....										
R. A. Worvell.....	Norfolk.....	10¾									
N. H. Graham.....	Philadelphia.....	9.95	4.20	4.20	4.20				30	29½	29½
J. O. Donoghues (informal).....	New York.....										
Alpheus Forbes.....	do.....	9½	5	4 3-16	4 5-16	24	24	24¾	34½	33	34½
Wells, Miller, & Prevost.....	do.....										
Stephen G. Bogert.....	do.....	10 9-10	4 8-10	4 8-10	4 8-10	23	22 15-16	23	29 15-16	29 15-16	30¾
Frs. T. Sargent (informal).....	do.....										
Storer & Stevenson.....	do.....	10		4	4						
Bucklin & Crane.....	do.....										
A. B. Patterson & Co.....	Baltimore.....	9.97							29.74	29.74	29.74
Hyatt & Stump.....	do.....	12	4½	4½	4½				32	32	32
John A. Higgins.....	Norfolk.....	8½	3 15-16	3.90	3.49	23	20	16¾	29	28	26
A. Jeffers.....	do.....										
M. Bartlett.....	Boston.....										
Timberlake & Ricketts.....	New York.....	8.18	3.86	3.85	3.89				25.79	25.73	25.79
Esau Pickrell.....	Georgetown, D. C.....										
Gurdor K. Tyier.....	Baltimore.....										
E. P. Holden.....	do.....										

F—Continued.

Names.	Residence.	Beans, per bushel.			Vinegar, per gallon.			Pickles, per pound.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
Curtis & Co.....	Boston.....							\$0 05		
Remington & Co.....	New York.....							3½	\$0 03	\$0 03½
George W. Shaw.....	Boston.....	\$1 49	\$1 49	\$1 49	\$0 11¼	\$0 11¼	\$0 11¼	4½	4½	4½
Willis S. Nelson.....	Fulton, N. J.....	2 00	2 00	2 00	20	20	20	12	12	12
Jas. S. Sturgis (informal) ..	New York.....									
Thomas Brown.....	Georgetown, D. C.....	1 85	1 85	1 85	12½	12½	12½			
William Lang.....	Boston.....	1 35	1 50	1 50	12	10	12½		5	6
John Woodside & Co.....	Philadelphia.....									
Wardwell, Knowlton, & Co.....	New York.....									
William Heilman.....	Philadelphia.....				11	11	11			
John A. Higgins.....	Norfolk.....	1 80	1 69	1 19	20	20	15	6½	6 4-10	5.99
Thomas E. Lukens.....	Philadelphia.....									
R. A. Worvell.....	Norfolk.....			1 19						
N. H. Graham.....	Philadelphia.....	1 75	1 75	1 75	8¾	8¾	8¾	5.95	5.95	5.95
J. O. Donoghues (informal) ..	New York.....									
Alpheus Fobes.....	do.....	1 74	1 69	1 74	13	11	12	5	4½	6¾
Wells, Miller, & Prevost.....	do.....				15	15	15	4	4	4
Stephen G. Bogert.....	do.....	1 64	1 59	1 44	15	15	15	6	6	6
Frs. T. Sargent (informal) ..	do.....									
Storer & Stevenson.....	do.....									
Bucklin & Crane.....	do.....									
A. B. Patterson & Co.....	Baltimore.....									
Hyatt & Stump.....	do.....	1 45	1 45	1 45	12½	12½	12½			
John A. Higgins.....	Norfolk.....	1 79	1 69	1 19	20	20	25	6 1-5	6	5 9-10
A. Jeffers.....	do.....									
M. Bartlett.....	Boston.....									
Timberlake & Ricketts.....	New York.....	1 49	1 49	1 49	12.93	12.73	12.93			
Esau Pickrell.....	Georgetown, D. C.....									
Gurdon K. Tyler.....	Baltimore.....									
E. P. Holden.....	do.....									

F—Continued.

[1]

Names.	Residence.	Raisins, per pound.			Dried apples, per pound.			Soap, per pound.
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston, N. York, and Norfolk.
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Curtis & Co.....	Boston.....							
Remington & Co.....	New York.....							
George W. Shaw.....	Boston.....	12½	12½	12½	7½	7½	7½	10½
Willis S. Nelson.....	Fulton, N. J.....	15	15	15	12½	12½	12½	7½
Jas. S. Sturges (informal).....	New York.....							
Thomas Brown.....	Georgetown, D. C.....				10	10	10	8
William Lang.....	Boston.....	10	11½	11½	9	11	12	5.45
John Woodside & Co.....	Philadelphia.....							
Wardwell, Knowlton, & Co.....	New York.....		11	12				
William Heilman.....	Philadelphia.....							
John A. Higgins.....	Norfolk.....	12	11½	11.49	11	5-	9½	6.20
Thomas E. Lukens.....	Philadelphia.....							
R. A. Worvell.....	Norfolk.....							
N. H. Graham.....	Philadelphia.....	12½	12	12½	9.87½	9½	18½	9½
J. O. Donoghues (informal).....	New York.....							
Alpheus Fobes.....	do.....	11½	10½	13	9½	9 7-16	10	7
Wells, Miller, & Prevost.....	do.....							
Stephen G. Bogert.....	do.....	13 4-10	12½	13 4-10	10 2-10	9 9-10	10 4-10.	5.53
Frs. T. Sargent (informal).....	do.....							
Storer & Stevenson.....	do.....							
Bucklin & Crane.....	do.....							
A. B. Patterson & Co.....	Baltimore.....	11.95	11.95	11.95				
Hyatt & Stump.....	do.....	12½	12½	12½	10	10	10	
John A. Higgins.....	Norfolk.....	11 7-10	11 7-10	11.49	10¾	9.70	9¾	6.20
A. Jeffers.....	do.....						7½	
M. Bartlett.....	Boston.....							
Timberlake & Ricketts.....	New York.....	11 17	11.9	11.18	7.85	7.85	7.85	
Esau Pickrell.....	Georgetown, D. C.....							
Gurdon E. Tyler.....	Baltimore.....							
E. P. Holden.....	do.....							

352

G.

Abstract of proposals received for "clothing and clothing materials," under the advertisement of the Bureau of Provisions and Clothing, dated April 17, 1850.

Ex.—23

Names.	Residence.	Pea jackets.	Monkey jackets.	Round jackets.	Blue trowsers.	Overshirts.	Undershirts.	Drawers.	Blue flannel.	Sheeting frocks.	Duck trowsers.	Sheeting.
		Each.	Each.	Each.	Each.	Each.	Each.	Each.	Yard.	Each.	Each.	Yard.
Daniel S. Grice.....	New York.....											
Whiting, Kehoe, & Galloupe.	Boston.....	\$6 00	\$5 50	\$4 50	\$3 00	\$1 25	\$0 80	\$0 85	\$0 30	\$1 05	\$0 85	\$0 70
Timberlake & Ricketts.....	New York.....	6 73	5 70	4 90	3 00	1 37	88	85	32½	1 00	1 05	54
William Mathews.....	do.....								29 3-10	96	1 02½	52
Fearing & Whitney.....	Boston.....									1 15	95	75
D. & J. Noblit.....	Philadelphia.....											
Grant & Barton.....	New York.....											56
Aaron & Thomas Jones.....	Germantown, Pa.....											
John A. Higgins.....	Norfolk, Va.....	7 50	6 00	6 50	3 60	1 50	90	1 10	37	1 25	1 20	62½
M. H. Simpson.....	Boston.....											
Charles Gifford.....	do.....								29 2-5			
John Wetherbee, jr.....	do.....											
Samner Flagg.....	do.....											
Charles Warren.....	do.....											

353

[1]

G—Continued.

Names.	Residence.	Duck.	Dungarce.	Calfskin shoes.	Kipskin shoes.	Pumps.	Stockings.	Socks.	Mattresses.	Black silk handkerchiefs.	Blankets.
		Yard.	Yard.	Pair.	Pair.	Pair.	Pair.	Pair.	Each.	Each.	Each.
Daniel S. Grice.....	New York.....										
Whiting, Kehoe, & Galloupe..	Boston.....	\$0 30	\$0 11		\$1 35	\$1 25	\$0 50	\$0 20	\$5 00	\$0 94	\$1 69
Timberlake & Ricketts.....	New York.....	25	9½						4 43	95	2 00
William Mathews.....	do.....	24 3-10	8 3-10						3 79	81½	1 70
Fearing & Whitney.....	Boston.....	31	9							81 2-12	1 57
D. & J. Noblit.....	Philadelphia.....										
Grant & Barton.....	New York.....	23	9½						5 98½		
Aaron & Thomas Jones.....	Germantown, Pa.....										1 60
John A. Higgins.....	Norfolk, Va.....	35	10	\$1 75	2 00	1 62½	40 5-12	25½			
M. H. Simpson.....	Boston.....					50		25	4 23	87½	1 94
Charles Gifford.....	do.....			1 11 9-10	1 00	1 00					1 75
John Wetherbee, jr.....	do.....										
Sumner Flagg.....	do.....								3 68		
Charles Warren.....	do.....						37	32	4 28		

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, November 9, 1850.

H.

Abstract of proposals received for "small-stores," under the advertisement of the Bureau of Provisions and Clothing, dated April 22, 1850.

Articles.	Timberlake & Ricketts, New York.	Jacob B. Bacon, New York.	Bonsal & Brother, Norfolk.	Henry B. Reardon, Norfolk.	Selby Parker, Wash- ington.	William Lang, Boston.	John A. Higgins, Norfolk.
Boxes, shaving.....each...	\$0 05	\$0 09	\$0 05	\$0 08	\$0 02	\$0 05	\$0 05
Brushes, shaving.....do....	8	10	10	10	2	6	5
scrubbing.....do....	18	21	20	20	19	20	20
shoe.....do....	22	25	20	10	19	25	15
clothes.....do....	10	27	10	10	2	30	3
Buttons, navy, vest.....per gross.	2 25	2 62	1 75	2 50	1 50	50	1 00
navy, coat.....do....	4 50	5 25	3 00	4 50	2 25	3 00	4 00
dead-eye.....do....	21	21	20	20	22	10	16
Blacking, boxes of.....per dozen.	44	56	50	75	50	50	45
Beeswax, in ¼ lb. cakes.....per pound.	26	30	25	32	27	30	22
Combs, coarse.....per dozen.	50	62	50	70	25	50	70
fine.....do....	90	1 00	1 00	1 00	25	1 00	1 10
Cotton, spools of.....do....	25	36	30	45	15	30	40
Grass, for hats.....100 hands.	2 20	2 75	2 25	2 00	2 00	1 50	2 00
Handkerchiefs, cotton.....each...	14	19	15	15	20	5	8
silk.....do....	55	55	50	74	75	55	60
Jack-knives.....do....	33	38	25	49	50	26	24
Looking-glass.....do....	6	8	10	10	1	10	18
Mustard seed.....per pound.	18		10	.....	14	7	20
Needles, in papers of 25 each.....per M.	50	1 50	1 00	1 25	50	1 25	1 00
Pepper, black.....per pound.	15	16	12	.....	15	5	15
red.....do....	5	23	10	.....	15	5	15
Razors, in single cases.....each...	25	38	25	35	10	33	25
Razor strops.....do....	30	58	30	20	5	25	25
Ribbon, hat.....per piece.	65	77	55	79	70	66	70
Soap, shaving, in cakes.....per dozen.	20	30	25	25	3	12	25
Silk, sewing, blue-black.....per pound.	6 00	7 25	5 00	4 50	2 50	6 00	6 50
Scissors.....each...	19	27	20	28	30	18	16
Spoons.....do....	4	5	4	5	6	5	3
Thread, black, white, and blue.....per pound.	55	60	55	88	75	60	58
Tape, black and white.....per dozen.	30	30	25	35	3	10	25
Timbles.....each...	2	3	1	1	1	4	1½

NAVY DEPARTMENT, Bureau of Provisions and Clothing, Nov. 9, 1850.

I.

Abstract of proposals received for the supply of "fresh beef and vegetables," at the several navy-yards, during the fiscal year ending June 30, 1851, under advertisements of the respective navy agents, by direction of the Bureau of Provisions and Clothing.

Names.	Where to be delivered.	Beef, per pound.	Vegetables, per pound.
Joseph B. Currier	Portsmouth, N. H.	\$0 08	\$0 01
Samuel P. Wiggin	do.	9	1
Benjamin Kimball	Charlestown, Mass.	7½	2
Nahum Chapin	do.	7½	1.9
Benjamin W. Valentine	Brooklyn, N. Y.	4.96	1.74
Charles S. De Bost.	do.	4.74	1.98
George Haws	do.	4.98	1 98
John J. Smith	Philadelphia, Pa.	10	3½
David Woelpper	do.	9½	3¼
George W. Pappler	Baltimore, Md.	7	2
William Ward	Gosport, Va.	6	1½
William Collins	do.	6.87	2
William T. Bell	Pensacola, Fla.	5½	3
J. J. & A. G. Milsted	do.	3½	3½
William McVoy	do.	5	3
Henry A. Nunez	do.	6	4
Joseph Sierva	do.	5¾	3

NAVY DEPARTMENT,

Bureau of Provisions and Clothing, November 9, 1850.

K.

Abstract of proposals received for the supply of "navy beef" and "navy pork," for 1851, under an advertisement of the Bureau of Provisions and Clothing, dated August 1, 1850.

Names.	Residence.	Navy beef.			Navy pork.		
		At Boston, 1,800 barrels	At New York, 1,800 barrels.	At Norfolk, 1,800 barrels.	At Boston, 900 barrels.	At New York, 900 barrels.	At Norfolk, 900 barrels.
		<i>Per barrel.</i>	<i>Per barrel.</i>	<i>Per barrel.</i>	<i>Per barrel.</i>	<i>Per barrel.</i>	<i>Per barrel.</i>
Seward, Bangs, & Crouse.....	Fayetteville, N. Y.....	\$11 50	\$11 50	\$11 50	\$13 00	\$13 00	\$13 00
Perry & Jacobs.....	Boston, Mass.....				10 74	11 44	
Henry Ames & Co.....	St. Louis, Mo.....	11 70	11 70	11 70	11 70	11 70	11 70
Brawley, Douglas, & Westings.....	Meadville, Pa.....	11 19	10 73	10 93	12 23	10 93	11 09
John R. Childs & Co.....	Cincinnati, Ohio.....				11 49	11 49	11 99
E. A. & W. Winchester.....	Boston, Mass.....	11 50			12 50		
E. T. Bangs.....	Syracuse, N. Y.....	10 44	10 34	10 65	11 44	11 44	11 60
Norman C. Baldwin.....	Cleveland, Ohio.....	10 93	10 86	11 17	13 25	13 00	13 37½
John Moore*.....							
John D. Early.....	Baltimore, Md.....	10 20	10 20	10 00	10 70	10 72	10 73
Benonia P. Pratt.....	Troy, N. Y.....	9 95	9 95	9 95	10 95	10 95	10 95
James C. Adams.....	Baltimore, Md.....	11 97	11 47	11 47	12 47	11 97	11 97
James M. Shaw.....	Boston, Mass.....	10 37	10 70	10 70	10 40	10 80	10 90

* Informal.

NAVY DEPARTMENT, Bureau of Provisions and Clothing, November 9, 1850.

L.

Abstract of proposals received for the transportation of stores from the navy-yard at Brooklyn, New York, to the navy yard at Pensacola, Florida, under an advertisement of the Bureau of Provisions and Clothing, dated January 7, 1850.

Names.	Vessel.	Price per bbl.
Nathaniel Hamlen.....	A good vessel.....	\$0 87½
G. Winthrop Coffin.....	.....do.....	84
James W. Elwell.....	Barque Emma Lincoln.....	44
William Lang.....	A satisfactory vessel.....	84

Abstract of proposals received for the transportation of stores from the navy-yard at Charlestown, Massachusetts, to Port Praya, Cape de Verde, under an advertisement of the Bureau of Provisions and Clothing, dated June 7, 1850.

Names.	Vessel.	Price per bbl.
George M. Weld.....	A vessel.....	\$0 69
Nathaniel Hamlen.....	A good vessel.....	74

Abstract of proposals received for the transportation of stores from Brooklyn, New York, to the Mediterranean, under an advertisement of the navy agent at New York, (by direction of the Bureau of Provisions and Clothing,) dated November 1, 1850.

Names.	Vessel.	Price per bbl.
James W. Elwell.....	Barque A. F. Jenness.....	\$0 59
Chamberlain & Phelps.....	Ship Arcole.....	80
James W. Elwell.....	Barque Sarah Hand.....	89

L.—Continued.

Abstract of proposals received for the transportation of stores from Charlestown, Massachusetts, to Port Praya, under an advertisement of the navy agent at Boston, (by direction of the Bureau of Provisions and Clothing,) dated November 4, 1850.

Names.	Vessel.	Price per bbl.
Kingman, Henry, & Rice....	Barque Antelope.....	\$1 17
Aaron Rice & Co.	Brig Ottawa.....	98
C. J. F. Binney.....	A good barque.....	75
Nathaniel Hamlen.....	A good vessel.....	80
Geo. M. Weld.....	.....	64
Joseph B. Ludlow.....	An A No. 1 vessel.....	69
A. A. Frazar.....	A good ship.....	1 25

NAVY DEPARTMENT,

Bureau of Provisions and Clothing, November 13, 1850.

M.

Statement of contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, for "supplies for the navy," to be delivered during the fiscal year ending June 30, 1851: prepared in obedience to the acts of Congress approved April 21, 1808, and March 3, 1809.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Hyatt & Stump	May —, 1850	Beans	\$1 45 per bushel.....	New York.
Bucklin & Crane.....	May —, 1850	Tea.....	37 per pound.....	New York and Norfolk.
Remington & Co.....	May —, 1850	Pickles.....	3½ do.....	Boston and Norfolk.
N. Hicks Graham.....	May 2, 1850	Vinegar.....	3 do.....	New York.
Timberlake & Ricketts.....	May 2, 1850	8½ per gallon.....	8½ per gallon.....	Boston, New York, and Norfolk.
		Coffee.....	8.18 per pound.....	New York.
		Raisins.....	11.18 do.....	Norfolk
		Molasses.....	25 73 per gallon.....	New York.
		Whiskey.....	25 79 do.....	Norfolk.
			27.24 do.....	Boston.
			26.43 do.....	New York.
George W. Shaw	May 2, 1850	Rice.....	3½ per pound.....	Boston and New York.
		Dried apples.....	7½ do.....	
		Butter.....	15½ do.....	Boston, New York, and Norfolk.
Aaron Jeffers.....	May 3, 1850	Dried apples.....	7½ do.....	Norfolk.
Wardwell, Knowlton, & Co..	May 3, 1850	Sugar.....	5 65 do.....	New York.
			5 95 do.....	Norfolk.
William Lang.....	May 4, 1850	Soap.....	5.45 do.....	Boston, New York, and Norfolk.
		Tea.....	31 do.....	Boston.
		Raisins.....	10 do.....	
		Molasses.....	24 per gallon.....	
		Sugar.....	5½ per pound.....	
		Beans.....	1 35 per bushel.....	
John A. Higgins.....	May 4, 1850	Whiskey.....	25½ per gallon.....	Norfolk.
Thomas Brown.....	May 4, 1850	Biscuit (in tight casks).....	3 67 per 100 pounds.....	Boston.
			3 65 do.....	New York.
			3 44 do.....	Norfolk.
Enoch P. Holden	May 4, 1850	Biscuit (in flour barrels).....	3 12 do.....	Boston.
			3 13 do.....	New York.

John A. Higgins	May 4, 1850	Flour	3 06	do.....	Norfolk.
			5 87	per barrel.....	Boston
Alpheus Fobes.....	May —, 1850	Raisins.....	5 59	do.....	New York.
			5 35	do.....	Norfolk.
William Mathews.....	May 27, 1850	Beans.....	1 19	per bushel.	
				3.49	per pound.
Alpheus Fobes.....	May —, 1850	Blue flannel.....	10 ³ / ₄	do.....	New York
			29	3-10 per yard.....	Boston, New York, and Norfolk.
William Mathews.....	May 27, 1850	Black silk handkerchiefs.....	81	2-12 each.	
			1	57 do	
Aaron and Thomas Jones....	May —, 1850	Barnsley sheeting.....	52	per yard.	
			24	3-10 do	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Canvass duck.....	8	3-10 do	
			40	5-12 per pair.	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Woollen stockings.....	25 ¹ / ₂	do	
			6	00 each.	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Blue peajackets.....	5	50 do	
			4	50 do	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Blue round jackets.....	3	60 do	
			1	25 do	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Blue flannel undershirts.....	80	do	
			85	do	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Blue flannel drawers.....	1	05 do	
			85	do	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Sheeting frocks.....	3	68 do	
			1	11 9-10 per pair.	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Canvass duck trousers.....	1	00 do	
			1	00 do	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Mattresses and covers.....	1	11 9-10 per pair.	
			1	00 do	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Calfskin shoes.....	1	00 do	
			1	00 do	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Kipskin shoes.....	1	00 do	
			1	00 do	
Whiting, Kehoe, & Galloupe.	May 28, 1850	Calfskin pumps.....	1	00 do	
<i>Small-stores, viz:</i>					
John A. Higgins.....	June 1, 1850	Boxes, shaving.....	5	each.	
			5	do	
			20	do	
			15	do	
			3	do	
			1	00 per gross.	
			4	00 do	
			16	do	
			45	per dozen.	
			22	per pound.	
			70	per dozen.	

M—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.			
John A. Higgins—Continued.	June 1, 1850	Combs, fine.....	\$1 10 per dozen.....	Boston, New York, and Norfolk.			
		Cotton, spools of.....	40 do				
		Grass, for hats.....	2 00 per 100 hands.				
		Handkerchiefs, cotton.....	8 each.				
		Handkerchiefs, silk.....	60 do				
		Jackknives.....	24 do				
		Looking-glasses.....	18 do				
		Mustard seed.....	20 per pound.				
		Needles, assorted.....	1 00 per 1,000.				
		Pepper, black.....	15 per pound.				
		Pepper, red.....	15 do				
		Razors, in single cases.....	25 each.				
		Razor strops.....	25 do				
		Riband, hat.....	70 per piece.				
		Scap, shaving.....	25 per dozen.				
		Silk, sewing.....	6 50 per pound.				
		Scissors.....	16 each.				
		Spoons.....	3 do				
		Thread.....	58 per pound.				
		Tape.....	25 per dozen.				
		Thimbles.....	1½ each.				
		Joseph B. Currier.....	June —, 1850		Fresh beef.....	8 per pound.....	Portsmouth, N. H.
		Nahum Chapin.....	June 12, 1850		Vegetables.....	1 do.....	Boston, Mass.
		Benjamin W. Valentine.....	June —, 1850		Fresh beef.....	7½ do.....	New York.
		David Woelpper.....	June 6, 1850		Vegetables.....	1.96 do.....	Philadelphia, Pa.
		George W. Pappler.....	June 3, 1850		Fresh beef.....	1.74 do.....	Baltimore, Md.
		William Ward.....	June 6, 1850		Vegetables.....	9½ do.....	Norfolk, Va.
		William McVoy.....	June 28, 1850		Fresh beef.....	3¼ do.....	Pensacola, Fla.
						7 do.....	
						2 do.....	
						6 do.....	
						1½ do.....	
			5 do.....				

Benonia P. Pratt.....	Sept. 3, 1850	Vegetables.....	3	do	
		1,800 barrels navy beef.....	9 95	per barrel.....	Charlestown, Mass.
		1,800 do do do do.....	9 95	do.....	Brooklyn, N. Y.
James M. Shaw.....	Sept. 10, 1850	1,800 do do do do.....	9 95	do.....	Gosport, Va.
John D. Early.....	Sept. 4, 1850	900 do do do pork.....	10 40	do.....	Charlestown, Mass.
		900 do do do do.....	10 72	do.....	Brooklyn, N. Y.
		900 do do do do.....	10 73	do.....	Gosport, Va.
<i>Unexpired contracts*</i>					
Gilbert Davis.....	April 28, 1847	160,000 pounds navy butter.....	25	per pound.....	Boston, New York, and Norfolk.
Frederick Griffing.....	May 6, 1847	40,000 do do do do.....	24	do	
Eli L. Corbin.....	May 26, 1847	40,000 do do do do.....	22	do	
Gilbert Davis.....	May 3, 1847	200,000 do do do cheese.....	17	do	
William Starr.....	May 10, 1847	40,000 do do do do.....	13 $\frac{3}{4}$	do	
Orrin Brown.....	May 10, 1847	40,000 do do do do.....	14	do	
H. Burrill & Co.....	June 5, 1847	40,000 do do do do.....	15	do	
Robert A. Mayo.....	March 1, 1849	Tobacco.....	18	do	
<i>Charter Parties.</i>					
Barque Emma Lincoln.....	Feb. 8, 1850	Freight of stores.....	44	per barrel.....	To Pensacola, Fla.
Ship Ariel.....	May 14, 1850	Do.....	1 50	do.....	To Macao, China.
Brig G. W. Brinkerhoff.....	July 16, 1850	Do.....	69	do.....	To Port Praya, Cape de Verde.

* These continue for four years from their respective dates.

NAVY DEPARTMENT, Bureau of Provisions and Clothing, November 9 1850.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, October 14, 1850.

SIR: I have the honor to submit herewith, estimates of the several sums required for the support of this bureau, and the medical department of the naval service, during the fiscal year ending June 30, 1852:

Balance of appropriation, "surgeons' necessities and appliances," remaining on hand June 30, 1850	\$15,488 82
Amount appropriated by act of Congress approved September 28, 1850	36,800 00
Balance of surgeons' "necessaries and appliances" in treasury October 1, 1850	3,737 14
Amount of naval hospital fund in treasury Oct. 1, 1850	206,203 27
The amount required for the support of the Bureau of Medicine and Surgery, during the fiscal year ending June 30, 1852, (estimate A) is	7,870 00
The amount required for surgeons' necessities and appliances on board sea-going ships, at navy yards and naval stations, for the marine corps and the coast survey, during the same period, (estimate B) is	37,600 00

I subjoin a tabular statement, derived from a collection of all the sick reports received from hospitals and other stations within the United States, during the year ending June 30, 1850:

	Remaining sick June 30, 1849	Admitted during the year.	Discharged.	Died.	Deserted.	Total treated.	Remaining sick June 30, 1850.	Per centage of deaths.
Naval hospitals	176	1,041	1,002	57	35	1,217	123	4.68
Receiving-ships	32	778	776	9	-	810	25	1.11
Navy-yards, &c.	48	1,289	1,303	6	-	1,337	28	0.44
Aggregate.....	256	3,108	3,081	72	35	3,364	176	2.44

The statistics of the force on foreign stations cannot be given for so late a period; but from the aggregate returns of squadrons and shore posts for the year ending September 30, 1849, the following result has been ob-

tained, with all the accuracy practicable under the present system of reporting:

Squadrons.	Remaining sick Sept. 30, 1848.	Total number of sick during the year.	Died.	Remaining sick Sept. 30, 1849.	Per centage of deaths.
Pacific.....	92	3,046	20	98	0.65
Mediterranean.....	80	3,386	23	114	0.67
Brazil.....	43	1,139	8	36	0.70
Home, or West India.....	37	2,761	11	46	0.39
African.....	24	795	1	39	0.12
East India.....	20	1,175	33	76	2.88
Naval hospitals.....	211	1,365	66	151	4.83
Navy-yards, receiving-ships, &c.....	110	3,974	12	62	0.30
Aggregate.....	617	17,641	174	622	0.98

The principal feature of this exhibit is the large mortality reported in the East India squadron, owing to the prevalence of epidemic dysentery on board the U. S. sloop Preble; and, in connexion with that event, I would take occasion to speak in the highest terms of the able and faithful manner in which the medical officer in charge sustained the trying responsibility of his station.

With such occasional exceptions, the sanitary condition of our naval forces abroad is generally most satisfactory. The largest proportion of deaths occurs at naval hospitals, to which are transferred the more serious cases both from home and foreign stations; but in the aggregate, the ratio of deaths to cases, in the whole service, will be found to compare favorably with the like statistics in other communities, while it also testifies to the skill and attention of the medical corps.

Repeating the suggestions offered in my last report, I would again urge the investment of the naval hospital fund as an object of great importance to the medical interests of the navy. Although the annual receipts from the contributions of officers and seamen, and from the stopped rations of the sick, have for several years exceeded the disbursements for naval hospitals, it is to be feared that these accumulating balances would cease with the demands of a new station, such as may, at no distant time, be anticipated upon the extended western seacoast. In view of this contingency, as well as to secure the integrity of a fund derived from the sailor's earnings, and peculiarly devoted to his comfort, it would seem both expedient and just to promote its prosperity by a measure equally safe and advantageous.

It is very desirable that an appropriation should be asked for an additional building to accommodate the insane of the service, whose presence among the sick in naval hospitals has been so long and justly complained of. The necessity for such a provision has been so fully explained in previous communications and reports, that no new views remain to be offered. It has been recognised by the department in an order to furnish the plan of a suitable edifice, with an estimate of its cost. Both have been submit-

ted, with my letter of July 8th last; and from the fact that the amount required is not large, or more than commensurate with the advantages to be attained, and that the expense of maintaining such an institution would add but slightly to present outlays, I trust that the proposition may meet with your approval and support.

I have requested the chief of the Bureau of Docks and Yards to append to the estimates for the New-York station an item of \$1,500 for the erection of a small laboratory within the enclosure of the naval hospital. Since the year 1845 the experiment of supplying the navy with medicines prepared under the supervision of its own officers has been successfully tried; and though necessarily upon a limited scale, from want of adequate and appropriate conveniences, the result has been such as to assure me that pharmaceutical preparations and most of the important chemicals may be made and issued with entire confidence in their purity, and at a great reduction from market prices.

The apartments now in use as a laboratory are in the basement of the hospital; unsuited even for present operations, and especially so for any more extended, besides being manifestly misapplied in a building devoted to the reception and treatment of the sick.

To remove and facilitate the work of the chemist, to afford storage-room for medicines, and opportunity for a wider diffusion of the benefits already realized, it is believed that the small amount desired will be fully sufficient, while more than an equivalent will be attained in the increased economy and reliability of medical supplies.

The department is already aware of the severe and unequal amount of labor necessarily imposed upon the medical corps, and of the importance of increasing its effective number. The terms of service of the surgeons range from *twelve to fifty* years.

It is apparent that many must be disqualified by age and infirmity from performing their share of active duty; while each year that passes adds to the burden of the younger grades, from which substitutes have to be obtained, although legally excluded from the pay and rank appropriate to their forced position.

I would most earnestly ask your consideration of the statement presented with my last report, as embracing all the grounds upon which this measure of relief is so strongly and generally desired.

I am, respectfully, your obedient servant,

THO. HARPIS,

Chief of Bureau of Medicine and Surgery.

HON. WILLIAM A. GRAHAM,

Secretary of the Navy.

A.

Estimate of the amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1852, under acts of Congress approved August 31, 1842, and September 30, 1850.

Salary of chief of bureau	-	-	-	\$3,000 00
Salary of assistant to chief	-	-	-	1,400 00
Salary of one clerk	-	-	-	1,200 00
Salary of one clerk	-	-	-	1,000 00
Salary of messenger	-	-	-	700 00
				\$7,300 00

Contingent expenses.

Labor	-	-	-	\$120 00
Blank books and stationery	-	-	-	350 00
Miscellaneous items	-	-	-	100 00
				570 00
Total required	-	-	-	7,870 00

THO. HARRIS,

Chief of Bureau of Medicine and Surgery.

Respectfully submitted, to equalize the salaries of the clerks in this bureau with those of other clerks in the bureaus of other departments of the government:

Additional to one clerk, 1st class	-	-	-	\$200 00
Additional to one clerk, 2d class	-	-	-	200 00

B.

Estimate from the Bureau of Medicine and Surgery of the amount required for the support of the medical department of ships afloat, navy-yards, naval stations, marine corps, and coast survey, for the year ending June 30, 1852.

Razee—1.

1 at \$1,400	-	-	-	\$1,400 00
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Frigates—6.

6 at \$1,200 each	-	-	-	7,200 00
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Sloops—16.

7 of first class, at \$800 each	-	-	\$5,600 00	
6 of second class, at \$700 each	-	-	4,200 00	
3 of third class, at \$600 each	-	-	1,800 00	
			<u>11,600 00</u>	\$11,600 00

Steamers—9.

4 of first class, at \$700 each	-	-	\$2,800 00	
2 of second class, at \$500 each	-	-	1,000 00	
3 of third class, at \$300 each	-	-	900 00	
			<u>4,700 00</u>	4,700 00

Brigs—4.

4 at \$500 each	-	-	-	2,000 00
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Schooners—2.

2 at \$300 each	-	-	-	600 00
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Store-ships—7.

3 at \$250 each	-	-	-	\$750 00
4 at \$225 each	-	-	-	900 00
			<u>1,650 00</u>	1,650 00

Receiving ships—4.

1 at \$1,300, (U. S. ship North Carolina)	-	-	\$1,300 00	
1 at \$800, (U. S. ship Pennsylvania)	-	-	800 00	
1 at \$600, (U. S. ship Franklin)	-	-	600 00	
1 at \$300, (U. S. ship Ontario)	-	-	300 00	
			<u>3,000 00</u>	3,000 00

Navy yards—8.

Portsmouth, New Hampshire	-	-	\$100 00	
Boston	-	-	250 00	
New York	-	-	350 00	
Philadelphia, including receiving ship "Union"	-	-	350 00	
Washington	-	-	350 00	
Norfolk	-	-	400 00	
Pensacola	-	-	500 00	
Memphis	-	-	50 00	
			<u>2,350 00</u>	2,350 00

Naval stations—3.

Marine barracks, Washington	-	-	\$1,500 00	
Naval School, Annapolis	-	-	400 00	
Observatory, and general relief of officers	-	-	300 00	
			<hr/>	\$2,200 00

Coast survey.

1 steamer	-	-	-	\$150 00	
2 steamers, at \$125 each	-	-	-	250 00	
2 schooners, at \$75 each	-	-	-	150 00	
1 steamer, at \$50	-	-	-	50 00	
Temporary relief of sick seamen in vessels having no medical officers	-	-	-	300 00	
				<hr/>	900 00

RECAPITULATION.

1 razeed	-	-	-	-	\$1,400 00
6 frigates	-	-	-	-	7,200 00
16 sloops	-	-	-	-	11,600 00
9 steamers	-	-	-	-	4,700 00
4 brigs	-	-	-	-	2,000 00
2 schooners	-	-	-	-	600 00
7 storeships	-	-	-	-	1,650 00
4 receiving-ships	-	-	-	-	3,000 00
8 navy-yards	-	-	-	-	2,350 00
3 naval stations	-	-	-	-	2,200 00
Coast survey	-	-	-	-	900 00
					<hr/>
Total required	-	-	-	-	<u>37,600 00</u>

THO. HARRIS,

Chief of Bureau of Medicine and Surgery.

RECAPITULATION.

Civil.

Salaries	-	-	-	-	\$7,300 00
Contingent	-	-	-	-	570 00
Submitted	-	-	-	-	400 00

Navy.

Surgeons' necessities, &c.	-	-	-	-	\$37,600 00
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No. 7.

HEADQUARTERS OF THE MARINE CORPS,
Washington, November 19, 1850.

SIR: Your letter of the 9th instant, directing me to increase the guards of the receiving-ships at Boston, New York, and Norfolk, has been received.

The present distribution of the corps, as exhibited in the general return which accompanies this, shows that it is not in my power to increase the guards of the receiving-ships, without prejudice to other equally important requisitions on it

The general return shows, in the first place, that the corps is very little within its legal strength. In the second place, it exhibits its distribution into guards or detachments on board the ships-of-war, and at the respective marine barracks.

In the ships-of-war of all classes there were, on the 31st ultimo, six captains, 11 first lieutenants, 12 second lieutenants, 51 sergeants, 70 corporals, 22 drummers, 21 fifers, and 652 privates; leaving for duty on land 45 sergeants, 22 corporals, 14 drummers, 10 fifers, and 277 privates. The force on shore is nearly equally distributed among the several stations, reserving at headquarters just men enough to attend to police duty, without having a single sentinel on post, and, consequently, without being able to afford instruction in the drill, or even impart to the soldier the knowledge of the duty of a sentinel on post—so essential in active service on land or in the ships-of war. If the strength of the corps would admit of it, I believe it would be of great advantage to make this station the depot for drilling the men.

By reference to the strength of the guards at each one of the stations on shore, and at headquarters, the department will readily observe that no detail can be made properly from a force already so small and inadequate. I believe that even a stronger guard than that required in your letter of the 9th instant is necessary on board the receiving-ships, where so many newly shipped men are sent for distribution throughout the service. I sincerely regret that I am compelled to report to the department my inability to comply with its order, without, as before mentioned, doing an injury to the public service on shore.

This being the condition of the corps, the department must see the necessity of its enlargement to enable it to meet the demands now making on it, even without a reference to the crisis brought on by the abolition of corporal punishment in the navy. Previous to this enactment, the guards on board the ships-of-war were so small as to impose on each soldier very arduous duty as a sentinel. To explain in detail the severity of this duty would be tedious to the department, but its character is such as to entitle it to that relief which can only be furnished by an addition of at least one-third to the strength of each guard. Besides which, when not on post, the marine has his regular watch on deck, and for every additional private sent on board ship, one landsman can be dispensed with, without prejudice to the efficiency of a man-of-war.

During the last war with England, and previous to that, our vessels had a private marine to each gun. This would now give 90 for a line of battle ship, from 50 to 60 for each frigate, and in that proportion for the other classes of vessels. The present table will show how much smaller these guards now are. It may be here allowed to contrast the guards of

marines in the English service with those of ours. Their line-of-battle ships have 150 privates, ours 52. In that service marines are found more useful than landsmen, or even ordinary seamen. Is there any reason why it should be otherwise in our service? Is not the American sailor in character much like the English? Indeed, have we not many English, Irish and Scotchmen in our navy, and are not the habits of sailors of Anglo-Saxon origin pretty much alike? The guard of marines in each service is conservative of good order and discipline. In the English navy, either for efficiency in war or for the preservation of discipline in time of peace, they have three marines to one in our navy. In that service corporal punishment has always existed, and still a large conservative force of soldiers is found necessary.

This is a most important crisis in our naval service, and urgently calls for serious examination and reflection. The great increase of our national steam marine, and the prospect of its still further extension to keep pace with other naval powers, creates another consideration, and naturally leads to the inquiry, what is the best force to place on board steamships of war? I beg leave now to say that the opinion expressed in a letter to the department of the 11th May, 1841, (an extract from which accompanies this) remains unchanged. I fully believe that a body of well drilled soldiers is the most efficient crew that can be placed in a war steamer.

With these considerations in view, I am compelled to recommend a considerable increase of the rank and file of the corps. We have no desire to increase the officers either in rank or number, but simply to embody with the corps the four captains, four first and four second lieutenants, now provisionally in the service by the action of Congress.

In support of my own views on the subject of the necessity of an increase of the corps, I beg leave to refer the department to a letter from Commodore William B. Shubrick, dated 29th August, 1839, enclosing a communication of all the commanders in the West India squadron; also an extract of a letter from the same officer while in command of the Pacific squadron, dated the 12th May, 1848. I might also refer the department to letters of Commodores Stewart, Perry, and Thos. Ap C. Jones, with many others, strongly urging the necessity of an increase of the marine corps. All these letters, together with the great increase not only of our vessels-of-war but our commercial marine in every sea, seem to establish beyond a question the urgent necessity that now exists of a considerable enlargement of the marine corps.

The increase of marines on board the ships of-war may justify a decrease of landsmen, and even ordinary seamen; thus creating no additional expense. This increase may also render irresponsible and inefficient watchmen unnecessary; their places to be supplied by sentinels amenable at all times to the laws and discipline of the service.

That the necessity for an increase of the corps has existed and does exist, will, I am sure, be admitted by all naval men; and I feel assured that it will only be necessary for you, sir, to examine into the subject to recommend strongly the propriety of its being done, not only to insure greater efficiency in our ships-of-war, but for a better and more economical protection of the large amount of public property in our navy-yards.

I have the honor to remain, with great respect, your obedient servant,

ARCH. HENDERSON,

Brigadier General Commandant.

Hon. Wm. A. GRAHAM, *Secretary of the Navy.*

General return of the officers, non-commissioned officers, musicians, and privates of the United States marine corps, for the month of October, 1850.

[1]

Stations, &c.	Rank													Aggregate.	Remarks.		
	Brigadier general commandant.	Commissioned staff.	Lieutenant colonel.	Majors.	Captains.	First lieutenants.	Second lieutenants.	Non-commissioned staff.	First sergeants.	Sergeants.	Corporals.	Musicians.	Drummers.			Fifers.	Privates.
Headquarters	1	3				1										5	Washington city, marine barracks. Brigadier General Henderson, the adjutant and inspector, paymaster, quartermaster, and aid-de-camp to brigadier general commandant. 16 privates returned here are boys learning music. Captain Hardy absent with leave. 1 sergeant, 2 corporals, 1 drummer, 1 fifer, and 20 privates returned here have been detailed as a guard for the sloop-of-war Albany.
Marine barracks, Washington city.....				1	2	3	2	4	1	10	3	22	6	3	43	160	
Guard at the navy-yard, District of Columbia.....						1	1		1		3				15	21	
Brooklyn, New York.....				1		1	1		1	5	2		1	1	43	56	
Charlestown, Massachusetts.....					2	2	1		1	7	3		2	2	53	73	
Gosport, Virginia.....				1	1	1			1	8	3		2	1	22	40	
Philadelphia, Pennsylvania.....				1		1	2		1	4	3		2	1	57	72	
Portsmouth, New Hampshire.....					2				1	1	2			1	18	25	
Pensacola, West Florida.....						1			1	1	3		1	1	26	34	
Assistant quartermaster's office, New York.....	1								1							2	
Norfolk, Virginia, clothing store.....					1											1	
Receiving ship Pennsylvania.....					1				1	1	2		1	1	11	18	
North Carolina.....						1			1	1	2				20	25	
Franklin.....					1				1		2				20	24	
Union.....								1		2					12	15	

372

Steamer Mississippi.....	1	1	2	1	1	19	26	June 30, 1850.	
Michigan.....	1	1	2	1	1	12	16		
Saranac.....	1	1	2	1	1	25	31		
Raze Independence.....	1	1	2	3	1	1	38	48	June 30, 1850.
Frigate Constitution.....	1	1	2	3	1	1	35	45	October 31, 1849, when this guard was 1 1st lieutenant, 1 2d lieutenant, 3 sergeants, 3 corporals, 2 musicians, and 36 privates; since which, 1 private joined sloop Jamestown.
Brandywine.....	1	1	2	3	1	1	35	44	August 31, 1850.
Congress.....	1	1	2	4	1	1	39	50	August 31, 1850.
Cumberland.....	1	1	2	3	1	1	38	47	April 30, 1850, when this guard was 1 1st lieutenant, 3 sergeants, 3 corporals, 2 musicians, and 39 privates; since which, 1 private joined at New York "sick."
Savannah.....	1	1	2	4	1	2	28	41	August 31, 1850.
Raritan.....	2	1	2	4	1	1	40	51	This guard joined from Gosport, Va., 7th July last.
St. Lawrence.....	1	1	2	4	1	1	32	43	September 30, 1850.
Sloop Saratoga.....	1	1	2	1	1	20	26	26	August 31, 1850, when this guard was 1 1st lieutenant, 1 sergeant, 2 corporals, 2 musicians, and 19 privates; since which, 1 private joined from Gosport, Va.
John Adams.....	1	1	2	1	1	15	22	22	June 30, 1850, when this guard was 1 1st lieutenant, 2 sergeants, 2 corporals, 2 musicians, and 16 privates; since which, 1 private joined at New York "sick."
Vincennes.....	1	1	2	1	1	17	21	21	September 30, 1850.
Warren.....	2	2	2	2	2	2	2	2	July 6, 1850. See remarks on general return for last month; since which, 1 private joined from sloop Vincennes.
Falmouth.....	1	1	2	1	1	14	20	20	August 31, 1850.
Vandalia.....	1	1	2	1	1	19	25	25	March 31, 1850, when this guard was 1 2d lieutenant, 1 sergeant, 2 corporals, 2 musicians, and 20 privates; since which, 1 private transferred to sloop Warren.
St. Louis.....	1	1	1	1	1	19	24	24	June 30, 1850.
Portsmouth.....	1	1	2	1	1	19	26	26	May 31, 1850. See remarks on general return for July last.
Plymouth.....	1	1	2	1	1	17	22	22	October 31, 1849, when this guard was 2 sergeants, 2 corporals, 2 musicians, and 17 privates; since which, 1 sergeant and 2 privates transferred, and 2 privates joined from sloop St. Mary's.
St. Mary's.....	1	1	2	1	1	20	26	26	This guard joined from Gosport, Va, 19th ultimo. Lieutenant Graham returned here; was ordered to this ship on the 3d instant.
Preble.....	1	1	1	1	1	12	14	14	July 31, 1850, when this guard was 1 sergeant, 1 corporal, and 10 privates; since which, 2 privates joined from sloop Vincennes.
Yorktown.....	1	2	1	1	1	16	20	20	May 31, 1850. See remarks on general return for July last.

373

[1]

GENERAL RETURN—Continued.

[1]

Stations, &c.	Brig. general commandant.											Aggregate.	Remarks.			
	Commissioned staff.	Lieutenant colonel.	Majors.	Captains.	First lieutenants.	Second lieutenants.	Non-commissioned staff.	First sergeants.	Sergeants.	Corporals.	Musicians.			Drummers.	Fileys.	Privates.
Sloop Marion.....					1	1			2		1	1		19	25	February 28, 1850, when this guard was 1 2d lieutenant, 1 sergeant, 2 corporals, 2 musicians, and 20 privates; since which, 1 private joined at New York.
Dale.....								1	2		1	1		21	26	August 31, 1850.
Brig Bainbridge.....									1					5	6	This guard joined from New York 25th ultimo.
Perry.....									1					3	4	April 30, 1850, when this guard was 1 corporal and 5 privates; since which, 2 privates joined at Gosport, Va.
Dolphin.....									1					5	6	April 25, 1848, when this guard was 1 corporal and 6 privates; since which, 1 private joined sloop St. Mary's.
Porpoise.....									1					5	6	This guard joined from Gosport, Va., 18th May last.
Superintending recruiting service.....		1													1	See remarks in general return for November, 1848.
On leave of absence.....						1									1	2d Lieutenant Butterfield "sick."
Under orders.....				1	1	2									4	Captain Macomber, from 16th ultimo, to the home squadron; 1st Lieutenant West to the sloop Albany since 24th instant; 2d Lieutenant and Brevet 1st A. S. Nicholson to the razez Independence since 28th June last; and 2d Lieutenant Strickland to report at New York 6th proximo.
	1	4	1	4	16	23	21	4	36	60	92	22	36	31	929	1,280

374

[Extract]

HEADQUARTERS OF THE MARINE CORPS,
Washington, May 11, 1841.

"SIR: On the 7th of October, 1839, a report on the condition of the marine corps, carefully prepared, was made to the department. On a review of that report, I find that it comprehends nearly all the points I could wish at this time to present to your attention. I have therefore had it copied, and have the honor to transmit it to the department with this letter.

"In that report no reference is made to the introduction of steam power on board the ships-of-war, or to any change that may follow from it in the component parts of their crews. In war, steamships will be chiefly employed, either offensively in attacking the enemy in his ports, or defensively in repelling any hostile attack that may be made on our own coast. For such service a military force, regularly instructed in the artillery and infantry drills, would seem to be the most suitable. In attacking an enemy on his coast, or in defending our own, operations on land would doubtless take place, requiring the employment of regularly trained soldiers. Should this view be correct, it adds great weight to the reasons assigned in the accompanying report for an increase of the marine corps. Since our last war with England a considerable enlargement of the guards of marines on board their ships of-war has taken place, while ours have been greatly reduced; reduced, too, contrary to the opinions and wishes of the naval officers on active service on the ocean. The experience, therefore, of a great foreign naval power, as well as that of our own navy officers on active service, would seem to establish firmly the opinion that I have always expressed, of the utility of a competent guard of marines on board of our ships-of-war. This is so strongly sustained in the report now enclosed, that I deem it useless to dwell further on it."

UNITED STATES FRIGATE MACEDONIAN,
Pensacola Bay, August 29, 1839.

SIR: I forward herewith a copy of a communication addressed to me by all the commanders in the squadron.

I had the honor, in forwarding from Norfolk a communication from Lieutenant Tyler, commanding the marine guard of the Macedonian, to submit to the department my views on this subject; but I will avail myself of this occasion to express more fully my opinion of the inadequacy of the guards of the ships composing the squadron under my command to perform properly the military duties required of them.

That there are military duties to be performed on board a vessel of-war which cannot be as well performed by any one as by a regularly disciplined soldier, I presume none will deny; and it is to me equally clear that with the guards allowed at present to the ships, some of those duties must be neglected or inadequately discharged. Without venturing, therefore, to give my opinion as to what the number of the guards for the respective ships should be, I fully concur in opinion with the signers of

the communication, that the guards at present allowed, even if they were at all times kept full, (which can scarcely be expected,) are insufficient.

I have the honor to be, very respectfully, yours,

W. BRANFORD SHUBRICK.

Hon. JAMES K. PAULDING,

Secretary of the Navy, Washington.

PENSACOLA, August 26, 1839.

SIR: The undersigned, commanding officers of the several ships composing this squadron, beg leave to call your attention to the marine guards belonging to the same, and to suggest the advantage that would result from an increased number of marines on board each ship. The different detachments are not sufficiently numerous to furnish a relief, according to military usage, for the number of sentinels posted. The Macedonian requires eight sentinels daily, viz: one at each cabin door, one in each gangway, one on the fore-castle, one in the fore-orlop, one at the cockpit, one at the galley, and one at the scuttle-butt; to furnish which requires a daily guard of twenty-four privates, with a corresponding number as a relief-guard—making, without allowing for sickness and other casualties, forty-eight privates: whereas the Macedonian's guard amounts to no more than twenty-one privates.

A sloop-of-war requires six sentinels, viz: one at the cabin-door, one at the fore-castle, one in each gangway, one at the scuttle butt, and one at the galley; which requires a daily guard of eighteen privates, with a corresponding number as a relief guard—making thirty-six privates: whereas a sloop-of-war of the first class is only allowed at present ten privates. It is then obvious that the marine guards of the squadron are insufficient to furnish the requisite number of sentinels. We therefore beg leave to suggest they may be increased, and to give it as our opinion that it would be an advantage to the service. It is not our purpose to discuss the utility of a marine guard as a part of the crew of a ship-of-war, though we are decided advocates for it, even beyond former usages—we mean as to numbers: our whole purpose is to bring under your consideration the subject as it now exists. If marines are necessary, our ships have too few to perform the duties required of them by law or the regulations of the navy.

If we could be permitted to express our opinion, it would be to recommend the substitution of marines in place of all other landsmen now in service. It is evident that one landsman is as competent to do the pulling and hauling duty of a ship as another, and that a body of well-disciplined marines would be in every other situation preferable to the common landsmen, especially when engaged in any service on shore, which in all naval operations should be provided for. As this is a mere passing suggestion of ours, we will add, if the duty now performed by the after-guard, waisters, &c., of a ship, should be performed by the marines, it would only be necessary to detail a guard daily for military duty, and employ the rest of the marines in the other duties generally of the ship. As many seamen would thus be created as at present, there being no reason why a marine cannot be taught seamanship as well as any

other landsman. We should then blend ours and the French system, and in our judgment materially improve both, more especially if the marine corps should be composed in future wholly of young Americans, and all appointments into the corps be taken from the graduates of the Military Academy at West Point.

In conclusion, we beg leave to remain, very respectfully,
 BEVERLY KENNON, *Captain.*
 W. A. SPENSER,
 WM. V. TAYLOR,
 JOS. SMOOT,
 J. D. WILLIAMSON.

I concur in the above suggestions for increasing the guards of the different ships of this squadron, but am decidedly opposed to the idea of making sailors out of soldiers. I think the two services should be kept separate and distinct.

U. P. LEVY,
Commander.

Commodore WM. BRANFORD SHUBRICK,
Commander-in-chief West India squadron.

Extract from a letter of Commodore W. Branford Shubrick to the Hon. Secretary of the Navy, dated Mazatlan, February 21, 1848.

“The marines have behaved with the fidelity and constancy which characterizes that valuable corps; and I embrace this opportunity respectfully to recommend that ships coming to this station be allowed as large a complement of these valuable men as possible. The service would be greatly benefited by doubling the number allowed to each ship, and reducing to the same extent, if necessary, the complement of landsmen and ordinary seamen. The want of marines is strongly felt in all operations on shore.”

HEADQUARTERS OF THE MARINE CORPS,
 Washington, October 7, 1850.

SIR: Estimates for the marine corps for the year ending on the 30th June, 1852, accompanying this.

I remain, respectfully, yours,
 ARCH. HENDERSON,
Brig. General Commandant.

The Hon. WILLIAM A. GRAHAM,
Secretary of the Navy.

Detail estimate of pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates of the United States marine corps, and pay for undrawn clothing and rations, from July 1, 1851, to June 30, 1852, inclusive.

Rank and grade.	Number.	Pay.			Subsistence.			Aggregate.	
		Pay per month.	Number of servants at \$7 per month.	Number of servants at \$8 per month.	Total.	Number of rations per day at 20 cents per ration.	Number of extra or double rations per day at 20 cents per ration.		Total.
Brigadier general commandant.....	1	\$75 00	2	.....	\$1,068 00	6	6	\$878 40	\$1,946 40
Lieutenant colonel.....	1	60 00	2	.....	883 00	5	5	732 00	1,620 00
Majors.....	4	50 00	2	.....	3,072 00	4	4	2,342 40	5,414 40
Adjutant and inspector, paymaster and quartermaster.....	3	60 00	2	.....	2,736 00	4	.....	878 40	3,614 40
Assistant quartermaster.....	1	50 00	.....	1	696 00	4	.....	292 80	988 80
Captains commanding posts, and at sea.....	8	50 00	1	.....	5,472 00	4	4	4,684 80	10,156 80
Captains.....	8	40 00	1	.....	4,512 00	4	.....	2,342 40	6,854 40
First lieutenants commanding guards at sea.....	6	40 00	1	.....	3,384 00	4	4	3,513 60	6,897 60
First lieutenants.....	17	30 00	1	.....	7,545 00	4	.....	4,857 60	12,402 60
Second lieutenants.....	23	25 00	1	.....	8,832 00	4	.....	6,734 40	15,566 40
Sergeant major and quartermaster sergeant.....	2	17 00	.....	.....	408 00	.....	.....	.....	408 00
Drum and fife majors.....	2	16 00	.....	.....	384 00	.....	.....	.....	384 00
Orderly sergeants and sergeants of guards at sea.....	34	16 00	.....	.....	6,528 00	.....	.....	.....	6,528 00
Sergeants.....	46	13 00	.....	.....	7,176 00	.....	.....	.....	7,176 00
Corporals.....	80	9 00	.....	.....	8,640 00	.....	.....	.....	8,640 00
Drummers and fifers.....	60	8 00	.....	.....	5,760 00	.....	.....	.....	5,760 00
Privates.....	1,000	7 00	.....	.....	84,000 00	.....	.....	.....	84,000 00
Clerks to brigadier general, adjutant and inspector, paymaster, quartermaster, and assistant quartermaster.....	9	.....	.....	.....	5,737 00	.....	.....	.....	5,737 00
Hospital steward.....	1	30 00	.....	.....	360 00	1	.....	73 20	433 20
Additional rations to officers for five years' service.....	.....	.....	.....	.....	.....	204	.....	14,932 80	14,932 80

Bounty for re-enlistment (non-commissioned officers).....	25			819 00			819 00
Bounty for re-enlistment (musicians and privates).....	125			1,750 00			1,750 00
Two months' pay for unexpired time of former enlistment....	125			1,750 00			1,750 00
Two months' rations for unexpired time of former enlistment..	125				1*	1,448 75	1,448 75
Two months' clothing for unexpired time of former enlistment.	125					625 00	625 00
Officers' servants, at \$8 50 per month, for rations and clothing.	81					8,262 00	8,262 00
Undrawn clothing and rations.....						6,000 00	6,000 00
Messenger to assistant quartermaster.....	1	1†		366 00			366 00
Clerk in clothing bureau at Norfolk.....	1	23 44‡		281 28			281 28
Messenger and nurse at headquarters hospital.....	2			677 16			677 16
				162,841 44		58 598 55	221,439 99

*At 19 cents.

†At \$1 per day.

‡Per month.

Respectfully submitted,

HEADQUARTERS MARINE CORPS,
Paymaster's Office, October 12, 1850.

GEO. W. WALKER, P. M. M. C.

379

[1]

Estimate of the expenses of the quartermaster's department of the marine corps, for one year, from the 1st July, 1851, to the 30th June, 1852.

There will be required for the quartermaster's department of the marine corps, for one year, commencing on the 1st July, 1851, in addition to the balances then remaining on hand, the sum of one hundred and twenty-nine thousand six hundred and one dollars, as follows, viz:

1st. For provisions	-	-	-	-	-	\$15,000 00	
2d. For clothing	-	-	-	-	-	46,416 00	
	To supply deficiency in appropriation for clothing, being the amount of clothing lost by the wreck of the ship Robert Fulton on her passage to California					-	10,185 00
3d. For fuel	-	-	-	-	-	10,000 00	
4th. For military stores, pay of armorers, as follows, viz:							
	For pay of chief armorer					-	600 00
	For pay of two first-class armorers and gunsmiths					-	800 00
	For pay of two second-class " " "					-	730 00
	For pay of one farrier and one blacksmith					-	730 00
	For repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments					-	5,140 00
5th. For transportation of officers and troops, and for expenses of recruiting	-	-	-	-	-	9,000 00	
6th. For repair of barracks, and rent of temporary barracks and offices where there are no public buildings for that purpose	-	-	-	-	-	6,000 00	
7th. For contingencies, viz: freight, ferriage, toll, cartage, wharfage, compensation to judges advocate, per diem for attending courts-martial, courts of inquiry, and for constant labor, house-rent in lieu of quarters, burial of deceased marines, printing, stationery, forage, postage, apprehension of deserters, candles, oil, straw, furniture, bed-sacks, spades, axes, shovels, picks, carpenters' tools, the purchase of wagon and horse and keep of the same for the messenger, pay of the matron, washerwoman, and porter at the hospital headquarters	-	-	-	-	-	25,000 00	
						<u>129,601 00</u>	

Respectfully submitted:

AUG. A. NICHOLSON,
Quartermaster Marine Corps.

Estimates for the marine corps—Continued.

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations per day, at 15 cents.	Amount.
Non-commissioned officers, musicians, privates, matron, and washerwomen	512	34	1	547	1	\$29,948 25
Deduct supposed surplus on hand at the end of the year						14,948 25
Amount required						15,000 00

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$36 per annum..	1,156	\$41,616 00
600 watch-coats, at \$8 each		4,800 00
		46,416 00

FUEL.

For whom required.	Number.	Cords.	Feet.	Inches.	Cords.	Feet.	Inches.
Commandant	1	36	4	.....	36	4	.....
Lieutenant colonel	1	26	.....	.....	26	.....	.....
Majors	4	26	.....	.....	104	.....	.....
Staff majors	3	26	.....	.....	78	.....	.....
Staff captains	1	21	2	.....	21	2	.....
Captains	12	21	2	.....	255	.....	.....
Lieutenants, first and second	24	16	4	.....	396	.....	.....
Non-commissioned officers, musicians, privates, ser- vants, and washerwomen	547	1	4	.....	820	4	.....
Matron to hospital, headquarters	1	1	4	.....	1	4	.....
Hospital, headquarters	1	33	.....	.....	33	.....	.....
Hospitals	5	16	4	.....	82	4	.....
Armory at headquarters	1	30	.....	.....	30	.....	.....
Mess-rooms	6	3	4	.....	21	.....	.....
Offices of the commandant and staff and commanding officers of posts	11	7	.....	.....	77	.....	.....
Guard-rooms at barracks	6	21	.....	.....	126	.....	.....
Guard-rooms at navy-yards	3	21	.....	.....	63	.....	.....
Stores for clothing and other supplies	3	5	.....	.....	15	.....	.....
One-fourth additional on 546 cords, the quantity sup- posed to be required for stations north of latitude 39°					136	4	.....
					*2,322	6	

*Which, at \$6 per cord, is \$13,936 50
Deduct-supposed surplus on hand at the end of the year 3,936 50

Amount required 10,000 00

ASST. QUARTERMASTER'S OFFICE MARINE CORPS,
New York, May 31, 1850.

SIR: I apprized you some time since of the wreck of the ship "Robert Fulton," by which we lost nineteen cases uniform clothing for the Pacific squadron. Below I give you a list of the articles and cost, showing the loss we have sustained, viz:

200 stocks -	-	-	-	-	\$50 00
200 w. coats -	-	-	-	-	1,544 00
20 musicians' w. coats -	-	-	-	-	175 00
40 pair non-commissioned officers' epaulettes -	-	-	-	-	56 00
600 pair linen overalls -	-	-	-	-	660 00
1,000 shirts -	-	-	-	-	760 00
1,000 pair brogans -	-	-	-	-	1,500 00
100 blankets -	-	-	-	-	325 00
400 pair socks -	-	-	-	-	136 00
400 fatigue caps -	-	-	-	-	500 00
200 fatigue jackets -	-	-	-	-	264 00
400 pair fatigue overalls -	-	-	-	-	1,160 00
200 linen jackets -	-	-	-	-	264 00
200 watch coats -	-	-	-	-	1,750 00
12 sergeants' w. coats -	-	-	-	-	105 00
400 red flannel shirts -	-	-	-	-	600 00
100 pair w. woollen overalls -	-	-	-	-	336 00
					10,185 00

Thus you see we have lost ten thousand one hundred and eighty-five dollars' worth of clothing, for which the government had no insurance. The honorable Secretary of the Navy will, doubtless, authorize you to draw from this amount; unless he does, I cannot see how the bills are to be paid for articles purchased to supply their loss.

Respectfully, your obedient servant,

G. F. LINDSAY,

Assistant Quartermaster Marines.

Major A. A. NICHOLSON,
Quartermaster M. Corps, Washington.

No. 8.

Aggregate of navy estimates for the fiscal year 1851-'52.

Heads.	Office Secretary of the Navy.	Southwest Executive Building.	Bureau Construction, Equipment, and Repair.	Bureau Ordnance and Hydrography.	Bureau Navy Yards and Docks.	Bureau Provisions & Clothing.	Bureau Medicines and Surgery.	Totals.
CIVIL.								
Salaries.....	\$21,950 00	\$1,750 00	\$19,600 00	\$9,400 00	\$11,400 00	\$6,500 00	\$7,300 00	\$77,900 00
Contingent.....	2,840 00	2,825 00	1,000 00	750 00	1,000 00	770 00	570 00	9,755 00
	24,790 00	4,575 00	20,600 00	10,150 00	12,400 00	7,270 00	7,870 00	87,655 00
NAVY PROPER.								
Pay of the navy.....	322,424 00		2,102,610 00	92,000 00	241,966 00			2,759,000 00
Provisions.....						688,080 00		688,080 00
Surgeons' necessaries.....							37,600 00	37,600 00
Increase, repairs, &c.....			1,365,000 00					1,365,000 00
Ordnance and ordnance stores.....				171,200 00				171,200 00
Contingent.....			225,000 00		303,700 00			528,700 00
	322,424 00		3,692,610 00	263,200 00	545,666 00	688,080 00	37,600 00	5,549,580 00
MARINE CORPS.								
For pay.....								221,440 00
For provisions.....								15,000 00
For clothing.....								56,601 00
For fuel.....								10,000 00

383

[11]

No. 8—Aggregate of navy estimates—Continued.

Heads.	Office Secretary of the Navy.	Southwest Executive Building.	Bureau Construction, Equipment, and Repair.	Bureau Ordnance and Hydrography.	Bureau Navy Yards and Docks.	Bureau Provisions & Clothing.	Bureau Medicines and Surgery.	Totals.
MARINE CORPS—Continued.								
For military stores, &c.								\$8,000 00
For transportation, &c.								9,000 00
For repairs of barracks, &c.								6,000 00
For contingent.								25,000 00
								<u>351,041 00</u>
NAVY.								
<i>Special objects.</i>								
Pay of superintendents.					\$92,160 00			92,160 00
Nautical books, Hydrographical office				\$65,795 00				65,795 00
<i>Improvement & repairs of navy-yards, viz:</i>								
At Portsmouth, N. H.					64,527 00			
At Boston.					104,450 00			
At New York.					178,500 00			
At Philadelphia.					24,400 00			
At Washington.					224,800 00			
At Norfolk.					50,800 00			
At Pensacola.					188,713 00			
At Memphis.					116,600 00			
At Sackett's Harbor.					2,300 00			
								<u>955,090 00</u>

[1]
384

Hospitals, viz :

Ex-25

Boston					1,500 00			
New York					15,000 00			
Philadelphia					13,837 00			
Norfolk					5,000 00			
Pensacola					4,450 00			
Naval Academy, Annapolis				164,148 00				39,787 00
Transportation of the mail	\$874,600 00							164,148 00
Nautical Almanac	19,400 00							874,600 00
	894,000 00			229,943 00	1,087,037 00			19,400 00
								2,210,980 00

No. 9.

General estimate of the sums required for the support of the office of the Secretary of the Navy, and the several bureaus of the Navy Department, for the fiscal year ending June 30, 1852.

Office and bureaus.	Salaries.	Contingent.	Submitted.
Office of the Secretary of the Navy..	\$21,950	\$2,840	\$50
Bureau of Construction, &c.....	19,600	1,000	
Bureau of Ordnance, &c.....	9,400	750	
Bureau of Navy Yards, &c.....	11,400	1,000	1,000
Bureau of Provisions, &c.....	6,500	770	800
Bureau of Medicines, &c.....	7,300	570	400
	76,150	6,930	2,250

RECAPITULATION.

Salaries.....	\$76,150
Contingent.....	6,930
Submitted.....	2,250

No. 10.

General estimate of the sums required for the expenses of the southwest Executive building for the fiscal year ending June 30, 1852.

Salaries.....	\$1,750
Contingent.....	2,825
	<u>4,575</u>

No. 11.

General estimate of the sums required for the support of the navy for the fiscal year commencing on the 1st day of July, 1851, and ending on the 30th day of June, 1852.

Heads of appropriations.	Estimated for 1851-'52.	Estimated for 1850-'51.	Appropriated for 1850-'51.
Pay of commission, warrant, and petty officers and seamen, including the engineer corps.....	\$2,759,000 00	\$2,758,262 00	\$2,758,262 00
Provisions for commission, warrant, and petty officers and seamen, including engineers and also marines attached to vessels for sea service.....	688,080 00	756,200 00	686,200 00
Surgeons' necessaries and appliances for the sick and hurt of the navy, including the marine corps....	37,600 00	36,800 00	*118,547 61
Increase, repair, armament, and equipment of the navy, including wear and tear of vessels in commission, fuel for steamers, and purchase of hemp for the navy.....	1,365,000 00	1,750,000 00	36,800 00
Ordnance and ordnance stores, including incidental expenses.....	171,200 00	196,900 00	*10,000 00
Contingent expenses which may accrue during the year for the following purposes, viz: Freight and transportation; printing, stationery, and advertising in newspapers; books, maps, models, and drawings; purchase and repair of fire-engines and machinery; repair of and attending to steam-engines in navy-yards; purchase and maintenance of horses and oxen and driving teams; carts, timber-wheels, and the purchase and repair of workmen's tools; postage of public letters; furniture for government houses; fuel, oil, and candles for navy-yards and shore-stations; pay of watchmen and incidental labor, not chargeable to any other appropriation; labor attending the delivery of stores on foreign stations; wharfage, dockage, and rent; travelling expenses of officers and others under orders, and funeral expenses; store and office rent, stationery and fuel, commissions and pay of clerks to navy agents and storekeepers; flags, awnings, and packing-boxes; premiums and other expenses of recruiting and apprehending deserters; per-diem pay to persons attending courts-martial and courts of inquiry, and other services authorized by law; pay to judges advocate; pilotage and towage of vessels and assistance to vessels in distress; bills of health and quarantine expenses of vessels of the United States navy in foreign ports.....	528,700 00	532,145 00	1,750,000 00
	5,549,580 00	6,030,307 00	*297,000 00
			196,900 00
			*35,000 00
			532,145 00

* Deficiency bill.

387

[1]

General estimate of the sums required for the support of the marine corps for the fiscal year commencing on the 1st day of July, 1851, and ending on the 30th day of June, 1852.

[1]

Heads of appropriations.	Estimated for 1851-'52.	Estimated for 1850-'51.	Appropriated for 1850-'51.
Pay of officers, non-commissioned officers, musicians, privates, clerks, messengers, stewards, servants, &c. ; for rations and clothing for servants; subsistence and additional rations for five years' service of officers; for undrawn clothing and rations, bounty for re-enlistments, and pay for unexpired terms of previous enlistments.....	\$221, 440 00	\$253, 406 07	\$253, 406 07 *40, 000 00
Provisions for marines serving on shore.....	15, 000 00	20, 000 00	20, 000 00 *10, 000 00
Clothing.....	56, 601 00	46, 416 00	46, 416 00
Fuel.....	10, 000 00	10, 000 00	10, 000 00 *10, 000 00
Military stores, repairs of arms, pay of armorers, accoutrements, ordnance stores, flags, drums, fifes, and musical instruments.....	8, 000 00	6, 900 00	6, 900 00
Transportation of officers and troops and expenses of recruiting.....	9, 000 00	9, 000 00	9, 000 00
Repairs of barracks and rent of temporary barracks and offices for commanding officers.....	6, 000 00	6, 000 00	6, 000 00
Contingent expenses, viz: freight, ferriage, cartage, and wharfage; compensation for judges advocate, per diem for attending courts-martial and courts of inquiry; for constant labor; house-rent, in lieu of quarters; burial of deceased marines; printing, stationery, forage, postage, pursuit of deserters, candles, oil, straw, furniture, bed-sacks, spades, shovels, axes, picks, carpenters' tools, expense of a horse for messenger, pay of matron, washerwoman, and porter for the hospital at headquarters.....	25, 000 00	20, 000 00	20, 000 00 *510 00
	351, 041 00	371, 722 07	432, 232 07

388

* Deficiency bill.

General estimate of the sums required for special objects, under the Navy Department, for the fiscal year commencing on the first day of July, 1851, and ending on the 30th day of June, 1852.

Heads of appropriations.	Estimated for 1851-'52.	Estimated for 1850-'51.	Appropriated for 1850-'51.
Pay of superintendents, naval constructors, and civil establishments of navy-yards and stations.....	\$92,160 00	\$73,960 00	{ \$73,960 00
Nautical books, maps, charts, and binding; instruments and repairs thereof; and all expenses of the Hydrographical office.....	65,795 00	52,361 15	{ *2,869 70
Improvement and repairs of navy-yards and stations.....	955,090 00	845,966 00	{ 35,135 00
Repairs of hospital buildings and their dependencies.....	39,787 00	19,550 00	{ 785,966 00
Improvement and repairs of buildings and grounds, and support of the Naval Academy at Annapolis.	164,148 00	28,200 00	{ *151,500 00
Transportation of the mail.....	874,600 00	874,600 00	{ 19,550 00
Nautical Almanac, publication of.....	19,400 00	12,850 00	{ *2,626 25
	2,210,980 00	1,907,487 15	{ 28,200 00
			{ 874,600 00
			{ 12,850 00
			{ 1,987,256 95

* Deficiency bill.

No. 14.

TREASURY DEPARTMENT,
Fourth Auditor's Office, October 28, 1850.

SIR: I have the honor to transmit herewith two copies of a statement of the expenditures of the navy under the head of "contingent expenses," as settled and allowed at this office for the year ending June 30, 1850.

I have the honor to be, sir, very respectfully, your obedient servant,
A. O. DAYTON.

Hon. WM. A. GRAHAM,
Secretary of the Navy.

No. 14—Continued.

Statement of expenditures under the head of contingent expenses, as settled and allowed at the office of the Fourth Auditor, during the year ending June 30, 1850.

No. of report.	Date.	Names.	Rank.	Contingent enumerated.	Conting't not enumerated.	Contingent marine corps.	Purposes.
	1849.						
8682	July 12	W. N. Gilliss.....	Passed midshipman	\$467 00	.....	.....	For travelling expenses.
8683	12	George W. Walker.....	Paymaster marine corps	.....	.....	\$117 58	For apprehending deserters.
8685	13	Octavus Cohen.....	Navy agent.....	73 70	.....	.....	For office expenses.
8687	13	Joseph White.....	do.....	1,344 10	.....	.....	For travelling, pilotage, transportation, freight, &c.
8690	17	S. Cushman.....	do.....	3,064 99	.....	.....	For travelling, pilotage, transportation, freight, &c.
8691	23	T. O. Larkin.....	do.....	2,816 33	.....	46 63	For export duties, commissions, &c.
8693	24	B. D. Heriot.....	do.....	377 91	.....	.....	For wharfage, pilotage, commissions, &c.
8696	26	H. Bridge.....	Purser.....	76 10	.....	.....	For fuel, pilotage, stationery, &c.
8700	27	C. T. Platt.....	Commander.....	7 50	.....	.....	For postage.
8704	28	Joseph White.....	Acting purser.....	2,225 36	.....	.....	For freight, transportation, pilotage, postage, &c.
8694	26	J. Wilson.....	Purser.....	1,117 92	.....	.....	For labor in navy-yard, postage, &c.
8709	30	J. Rudenstein.....	Assistant surgeon..	941 10	.....	.....	For travelling from Mexico to United States.
8710	31	S. P. Todd.....	Purser.....	3,450 72	.....	.....	For labor in navy-yard, &c.
8713	Aug. 1	J. B. Rittenhouse.....	do.....	5,464 51	.....	.....	For labor in navy-yard, drayage, &c.
8715	2	A. A. Nicholson.....	Quartermaster marine corps	.....	.....	6,525 71	For stationery, officers' quarters, advertising, &c.
8716	4	S. Drinker.....	Storekeeper.....	22 74	.....	.....	For store rent and labor in store.
8718	6	Joseph Hall.....	Navy agent.....	7,995 51	\$187 00	.....	For transportation, travelling, freight, fuel, &c.
8721	10	George W. Smith.....	do.....	2,209 92	.....	.....	For freight, travel, fuel, hay, corn, commissions, &c.
8722	11	J. C. Eldridge.....	Purser.....	5,255 79	.....	.....	For store rent, freight, quarters, boat hire, &c.
8720	8	William B. Scott.....	Navy agent.....	5,332 54	1,732 07	.....	For pilotage, freight, travel, tools, stationery, &c.
8723	14	William Sloanaker.....	do.....	6,261 99	40 00	25 00	For pilotage, freight, travel, tools, stationery, &c.

No. 14—Continued.

No. of report.	Date.	Names.	Rank.	Contingent enumerated.	Conting't not enumerated.	Contingent marine corps.	Purposes.
8724	1849. Aug. 16	Joseph Hall	Navy agent	\$948 66			For pilotage, freight, travel, tools, stationery, &c.
8725	18	S. Ramsey	Purser	40 00			For warehouse rent.
8726	19	William Hindman	Navy agent	455 28			For freight, travel, stationery, postage, &c.
8727	18	S. B. Bennett	do	2,958 01			For pilotage, freight, transportation, travel, &c.
8729	22	J. H. Lathrop	do	7,429 79			Do do do.
8731	25	J. H. Watmough	Purser	1,256 38		\$0 75	For stationery, pilotage, travel, &c.
8733	27	W. A. Bloodgood	do	913 00			For pilotage, freight, travel, &c.
8739	30	T. R. Ware	do	96 50			For apprehending deserters, &c.
8740	31	W. H. Kennon	do	1,027 25			For stationery, postage, pilotage, &c.
8742	Sept. 3	A. D. Crosby, dec'd	do	249 15			For drayage, postage, stationery, &c.
8743	4	G. T. Barry	do	146 07			For apprehending deserters, postage, &c.
8745	7	A. Welsh	do	2,035 19			For repairs of vessel, fuel, provisions, &c.
8747	8	F. B. Stockton	do	2,013 77			For provisions, pilotage, coal, postage, &c.
8748	11	George F. Sawyer	do			7 70	For postage, &c.
8750	14	George W. Smith	Acting purser	1,468 85			For labor in navy-yard.
8751	14	William Hindman	do	943 17			For mechanics' labor, &c.
8752	20	J. S. Thatcher late.	Purser	2,797 75			For balance due on account, per a t Congress.
8754	21	Sterrett Ramsey	do	281 25			For freight, travel, rent, stationery, &c.
8755	21	D. M. Thornton	do	13,083 64			For labor in navy-yard, &c.
8756	21	F. B. Stockton	do	404 64			For travel, loss on gold, postage, &c.
8757	21	A. J. Watson	do	9,036 66			For labor in navy-yard, postage, &c.
8758	24	T. M. Taylor	do	8,180 29			Do do.
8759	24	W. Carroll	U. S. consul	10 20			For boat hire, &c.
8761	24	T. H. Stevens	Naval storekeeper	283 19			For store rent and labor in store, &c.
8764	25	Joseph White	Acting purser	1,874 13			For labor of mechanics, per roll.
8765	25	S. B. Bennett	Navy agent	107 23			For commissions and office allowances.
8769	29	John Parrott	U. S. consul	3,776 00			For export duties, portorage, commissions, &c.
8772	Oct. 1	S. P. Lee	Lieutenant and acting purser	51 87			For surveying expenses.
8773	2	George Loyall	Navy agent	12,645 09	\$3 13		For freight, transportation, travel, pilotage, &c.
8774	3	J. D. Gibson	Purser	4 05		8 26	For postage.
8776	8	W. Anderson	Navy agent	4,505 27			For pilotage, travel, wharfage, commissions, &c.
8777	8	A. E. Watson	Purser	3,276 56			For labor in navy-yard.

[1]

392

8780	10	Nathaniel Wilson.....	do.....	3,774 20		Do do.
8779	10	J. B. Rittenhouse.....	do.....	7,338 32		Do do.
8781	10	B. D. Heriot.....	Navy agent.....	410 24		For wharfage, travel, transportation, office expenses.
8785	19	J. DeBree.....	Purser.....	15 40		For commissions paid to consul.
8788	20	Capt. G. F. Lindsey.....	Asst. quartermaster marine corps.....		542 77	For freight, stationery, quarters, &c.
8790	20	J. W. Revere.....	Transport'n agent.....	903 00		For passage from New York to San Francisco.
8792	22	Thomas H Stevens, late.....	Naval storekeeper.....	226 17		For store rent, labor, &c.
8794	24	F. G. McCauley.....	Purser.....	585 03		For provisions, fuel, postage, &c.
8796	26	do.....	do.....	44 80		Do do.
8798	31	Octavus Cohen.....	Navy agent.....	288 84		For stationery, postage, commissions, and office expenses.
8804	Nov. 5	William Sloanaker.....	do.....	7,436 91		For freight, transportation, travel, pilotage, &c.
8817	16	Baring Brothers & Co.....	do.....	4,527 64		For commissions.
8820	17	Quentin Busbee.....	Purser.....	20 50		For detention of detachment on shore.
8821	17	Hugh W. Green.....	do.....	9,687 76		For fuel, candles, pilotage, portorage, &c.
8821	22	William Sinclair.....	do.....	2,555 01		For labor in navy-yard, postage, &c.
8827	22	Ralph King.....	U. S. consul.....	6 70		For freight for books.
8831	Dec. 1	O. H. Berryman.....	Acting purser.....	1,320 32		For pilotage, hire of boats, water, &c.
8832	3	A. A. Nicholson.....	Quartermaster marine corps.....		4,018 54	For officers' quarters, advertising, stationery, &c.
8834	4	J. C. Eldridge.....	Purser.....	207 31		For stationery, postage, wood, &c.
8837	7	William Hindman.....	Navy agent.....	5,892 41		For travel, freight, pilotage, transportation, &c.
8838	8	A. Sinclair.....	Acting purser.....	431 23		For pilotage, provisions, &c.
8841	13	George W. Smith.....	Navy agent.....	1,050 87		For freight, travel, fuel, corn, oats, hay, &c.
8842	18	H. Bridge.....	Purser.....	2,771 32		For labor in navy-yard, &c.
8844	19	C. P. Patterson.....	Acting purser.....	360 37		For provisions, fuel, water, &c.
8846	22	T. M. Taylor.....	Purser.....	9,257 12		For labor in navy-yard, &c.
8847	28	S. Ramsey.....	do.....	1,338 32		For pilotage, wharfage, transportation, &c.
8848	28	J. H. Wright.....	Navy agent.....	34,435 57		For travel, freight, transportation, tools, pilotage, &c.
1850.						
8850	Jan. 3	McKean Buchanan.....	Purser.....	3,528 68		For freight, pilotage, candles, fuel, &c.
8852	4	A. Sinclair.....	Acting purser.....	10 00		For postage.
8854	5	G. F. Sawyer.....	Purser.....	7 27		Do.
8856	7	H. N. Crabb.....	Storekeeper.....	5,307 18		For clerk hire, transportation, &c.
8859	8	J. H. Lathrop.....	Navy agent.....	23,938 52		For freight, travel, pilotage, advertising, commissions, &c.
8861	10	George W. Smith.....	Acting purser.....	1,518 11		For labor in navy-yard.
8866	14	William Hindman.....	do.....	2,822 42		For mechanics, labor, &c.

No. 14—Continued.

No. of report	Date.	Names.	Rank.	Contingent enumerated.	Conting't not enumerated.	Contingent marine corps.	Purposes.
8867	1850. Jan. 15	P. M. Wetmore.....	Navy agent.....	\$8,530 61	.....	.....	For travel, freight, pilotage, transportation, tools, &c.
8872	17	George Loyall.....	.....do.....	9,770 75	\$10 50	.....	For travel, freight, pilotage, transportation, tools, &c.
8873	18	Octavus Cohen.....	.....do.....	77 30	.....	.....	For travel, stationery, office expenses, and commissions.
8874	18	J. G. Harris.....	Purser.....	1,432 52	.....	.....	For provisions, travel, labor, candles, &c.
8876	19	S. P. Lee.....	Lieutenant.....	24 30	.....	.....	For surveying expenses.
8881	21	W. Anderson.....	Navy agent.....	4,049 85	.....	.....	For wharfrage, freight, travel, pilotage, &c.
8885	23	S. Cushman.....	.....do.....	4,671 35	.....	.....	Do do do.
8890	28	S. P. Lee.....	Lieutenant.....	3 13	.....	.....	For postage.
8891	29	Levi D Slamm.....	Purser.....	3,260 87	.....	.....	For pilotage, freight, candles, stationery, &c.
8893	30	J. C. Douglass.....	.....do.....	10,045 08	.....	.....	For labor in navy-yard.
8894	31	T. A. Jenkins.....	Lieutenant.....	22 57	.....	.....	For stationery, travelling, &c.
8895	Feb. 1	A. E. Watson.....	Purser.....	3,146 64	.....	.....	For labor in navy-yard, postage, &c.
8896	2	George W. Sawyer.....	.....do.....	6 30	.....	.....	For postage.
8898	5	G. R. Barry.....	.....do.....	265 52	.....	.....	For apprehending deserters, &c.
8899	6	William H. Le Roy.....	Navy agent.....	16,837 80	.....	.....	For travel, freight, instruments, transportation, &c.
8900	8	D. M. F. Thornton.....	Purser.....	11,529 84	.....	.....	For labor in navy-yard, &c.
8902	12	Jos. White.....	Navy agent.....	2,680 14	.....	.....	For transportation, pilotage, freight, commissions, &c.
8903	13	A. E. Watson.....	Purser.....	1,770 42	.....	.....	For labor in navy-yard.
8905	14	E. T. Duwn.....	.....do.....	3,586 46	.....	.....	Do do.
8906	15	Edward Gilchrist.....	Surgeon.....	497 30	.....	.....	For travelling expenses, &c.
8904	18	W. Sloanaker.....	Navy agent.....	5,809 99	.....	\$4 50	For freight, travel, transportation, pilotage, &c.
8907	19	Robert Pettit.....	Purser.....	567 45	.....	.....	For pilotage, apprehending deserters, &c.
8909	22	J. B. Rittenhouse.....	.....do.....	7,347 77	.....	.....	For labor in navy-yard, &c.
8917	Mar. 22	J. H. Wright.....	Navy agent.....	9,563 87	.....	.....	For transportation, freight, travel, pilotage, &c.
8918	13	G. R. Barry.....	Purser.....	175 23	.....	.....	For apprehending deserters, &c.
8919	13	McK. Buchanan.....	.....do.....	640 35	.....	.....	For freight, pilotage, &c.
8920	14	S. J. Hensley.....	Com'dg exploring expedition.....	277 65	.....	.....	For provisions, travel, &c.

[1]

394

8921	14	Baring Brothers & Co....	Navy agents.....	3,463 44		For commissions.
8922	15	O. Cohen.....	Navy agent.....	74 30		For office expenses, &c.
8924	20	Edward Storer.....	Purser.....	1,746 75		For freight, pilotage, &c.
8925	21	S. D. Patterson.....	Navy agent.....	45 00		For fuel for office.
8926	22	S. Ramsey.....	Purser.....	500 52		For wharfage, freight, stationery, &c.
8927	22	Jos. Wilson.....	.....do.....	9,084 27		For labor in navy-yard, &c.
8928	27	H. Bridge.....	.....do.....	3,877 01		Do do.
8929	28	W. Anderson.....	Navy agent.....	5,235 45		For wharfage, freight, travel, pilotage, &c.
8930	29	J. D. Gibson.....	Purser.....	8 84		For postage.
8931	30	William H. Le Roy.....	Navy agent.....	17,500 53		For freight, travel, pilotage, transportation, &c.
8934	April 4	D. M. F. Thornton.....	Purser.....	13,402 02		For labor in navy-yard, &c.
8935	4	S. McClellan.....	Acting purser.....	810 08		For commissions on disbursements.
8936	5	George Loyall.....	Navy agent.....	8,331 61	13 05	For freight, travel, pilotage, transportation, &c.
8937	6	E. O. Perrin.....	Acting purser.....	1,437 04		For labor in navy-yard.
8938	6	B. D. Heriot.....	Navy agent.....	340 17		For wharfage, freight, pilotage, commissions, &c.
8939	8	C. W. Cutter.....	.....do.....	3,067 39		For tools, freight, transportation, hay, corn, &c.
8940	9	L. T. Waller.....	Purser.....	215 46		For pilotage, wood, water, &c.
8945	13	D. M. F. Thornton.....	.....do.....	4,518 18		For labor in navy-yard.
8947	17	G. R. Barry.....	.....do.....	63 46		For apprehending deserters.
8952	19	E. O. Perrin.....	Navy agent.....	1,017 80		For freight, labor in navy-yard, &c.
8953	19	E. T. Dunn.....	Purser.....	4,721 12		For labor in navy-yard.
8954	20	W. Anderson.....	Navy agent.....	4,503 29		For wharfage, freight, travel, corn, hay, &c.
8956	22	W. H. Le Roy.....	.....do.....	14,420 63		For freight, travel, pilotage, transportation, &c.
8964	May 1	W. S. Ogden.....	Acting purser.....	2,350 38		For pilotage, wood, water, &c.
8965	2	George F. Sawyer.....	Purser.....	4 00		For postage.
8970	6	J. H. Lathrop.....	Navy agent.....	16,604 86		For tools, freight, travel, advertising, commissions, &c.
8971	7	J. C. Douglass.....	Purser.....	9,223 45		For labor in navy-yard, &c.
8972	9	W. Hindman.....	Navy agent.....	4,028 24		For travel, freight, pilotage, commissions, &c.
8973	10	B. D. Heriot.....	.....do.....	998 30		For wharfage, travel, freight, pilotage, &c.
8974	12	C. W. Chauncey.....	Acting purser.....	49 04		For pilotage, wood, water, &c.
8975	10	R. M. Price.....	Purser.....	13,136 85		For pilotage, fuel, judge advocate, &c.
8976	14	Jos. Wilson.....	.....do.....	8,191 28		For labor in navy-yard, &c.
8977	16	J. De Bree.....	.....do.....	5,662 06		Do do.
8978	17	J. W. Holding.....	U. S. consul.....	51 76		For apprehending deserters from United States steamer Albany.
8979	18	W. Hindman.....	Acting purser.....	10 00		For postage, &c.
8980	20	B. S. Sands.....	.....do.....	89 90		For pilotage, wood, water, &c.
8984	23	William S. Ogden.....	.....do.....	33 25		Do do.
8986	25	J. H. Wright.....	Navy agent.....	7,849 72		For freight, transportation, travel, hay, corn, &c.
8937	25	George Harris.....	Purser.....	12 24		For postage, stationery, &c.

No. 14—Continued.

No. of report.	Date.	Names.	Rank.	Contingent enumerated.	Conting't not enumerated.	Contingent marine corps.	Purposes.
8992	1850. May 30	S. Ramsey	Purser	\$467 03	.....	.....	For labor in navy-yard.
8993	May 30	Wm. L. Shuttleworth ..	Brevet captain, ma- rine corps.	.....	.....	\$818 28	For freight, forage, quarters, &c.
8999	June 5	George Loyall	Navy agent	5,490 51	\$3 25	.....	For travel, pilotage, freight, transportation, &c.
9000	6	C. W. Cutler	do	2,820 25	.....	.....	Do do do.
9009	12	G. R. Barry	Purser	2 98	.....	.....	For postage.
9010	13	E. O. Perrin	Acting purser	1,347 64	.....	.....	For labor in navy-yard.
9017	14	W. Sloanaker	Navy agent	3,199 29	.....	.....	For travel, pilotage, transportation, commis- sions, &c.
9018	15	N. C. Barrebino	Surgeon	430 75	.....	.....	For travel from Chagres to Valparaiso.
9020	17	W. Anderson	Navy agent	1,265 44	.....	.....	For wharfage, freight, travel, stationery, com- missions, &c.
9021	17	H. Bridge	Purser	2,492 60	.....	.....	For labor in navy-yard.
9022	21	John M. Bell	Late navy agent	8,318 57	.....	.....	For pilotage, travel, freight, transportation, &c.
9026	25	F. G. McCauley	Purser	4,181 11	.....	.....	For labor in navy-yard.
Total				550,743 68	1,959 00	12,095 72	

TREASURY DEPARTMENT, Fourth Auditor's Office, October 28, 1850.

A. O. DAYTON.

No. 15.

TREASURY DEPARTMENT,
Second Comptroller's Office, August 22, 1850.

SIR: In compliance with the request contained in your letter of the 12th instant, I herewith transmit, in duplicate, the annual statement, prepared in pursuance of an act of Congress approved May 1, 1820, of the appropriations for the service of the Navy Department, from July 1, 1849, to June 30, 1850.

I have the honor to be, sir, very respectfully, &c.,

ALBION K. PARRIS,

Second Comptroller.

HON. WILLIAM A. GRAHAM,
Secretary of the Navy.

No. 15—Continued.

Statement of the appropriations for the service of the Navy Department, from July 1, 1849, to June 30, 1850: made in pursuance of the provisions of the second section of the act of Congress of May 1, 1820, entitled "An act in addition to the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

HEADS OF APPROPRIATIONS.	Balances of appropriations July 1, 1849.	Appropriations for the fiscal year 1849-50.	Repayments from July 1, 1849, to June 30, 1850.	Amounts applicable to the service of the fiscal year 1849-50.	Amounts drawn by requisitions from the treasury in the fiscal year 1849-50.	Balance June 30, 1850.
Pay of the navy	\$44,072 02	\$2,462,500 00	\$706,821 94	\$3,213,393 96	\$3,096,208 72	\$117,185 24
Pay of superintendents, naval constructors, &c.	1,923 29	76,829 70	6,470 52	85,223 51	71,015 33	14,208 13
Increase, repair, armament, and equipment of the navy	484,470 97	2,025,000 00	304,844 05	2,814,315 02	1,867,203 52	947,109 50
Contingent expenses, enumerated	46,591 88	508,100 00	66,117 90	620,709 78	610,531 60	10,178 18
Contingent expenses, not enumerated	706 52		2,419,07	3,125 59	512 29	2,613 30
Provisions	26,691 83	804,747 61	37,476 84	863,916 28	826,655 60	42,061 28
Navy hospital fund	201,956 90		62,404 75	264,361 65	43,816 23	220,545 42
Clothing for the navy	338,473 16		270,717 84	609,191 60	180,021 94	429,169 06
Medicines, &c., and charges of			25 00	25 00		25 00
Surgeons' necessaries, &c., for the sick, hurt, &c.	533 68	48,500 00	5,550 66	54,584 34	39,095 52	15,488 82
Books, maps, &c., of Hydrographical office	576 53	58,260 00	5,168 43	64,004 96	60,658 64	3,346 32
Naval School, Annapolis	6,897 37	28,200 00		35,097 37	13,883 18	21,214 19
Meteorological observations		2,000 00	1,033 24	3,033 34	2,150 42	882 92
Suppression of the slave-trade		2,000 00		2,000 00		2,000 00
Steam-boilers, &c., testing inventions for preservation of	379 00	1,000 00		1,379 00	493 15	885 85
Earle's patent, testing		5,000 00		5,000 00		5,000 00
Iron steamer at Pittsburg, on Lieut. Hunter's plan, building			161 95	161 95		161 95
Stevens's war steamer, construction of, for harbor defence	183,521 22			183,521 22	1 00	183,520 22
Naval depot at New Orleans, establishing	4,000 00	1,750 00	980 00	6,730 00		6,730 00

Steam mail service.....	193,100 00	874,600 00	.....	1,067,700 00	168,569 45	879,130 55
Survey of the coast, from Appalachiola bay to mouth of the Mississippi.....		572 68	.....	572 68	297 45	275 23
Rewarding officers and crew of two boats under Captain Gregory.....			300 00	300 00		300 00
Home squadron, pay and subsistence of a.....			500 00	500 00		500 00
Mexican hostilities.....	20,699 71	835 43	116,822 14	138,357 28	112,945 00	25,412 28
Prize-money to captors during the Mexican war, per section 8, act March 3, 1849.....	850 00	44,181 25	.....	45,031 25	4,153 69	40,878 16
Military contributions in Mexico.....		20,000 00	.....	20,000 00	13,637 34	6,312 66
Page's magnetic power.....		20,000 00	.....	20,000 00	11,964 64	8,035 36
Navy-yard, Portsmouth, New Hampshire.....		54,620 53	2,542 12	57,163 65	50,799 35	6,362 80
Navy-yard, Boston, Massachusetts.....	14,283 79	151,221 50	2,686 76	163,192 05	110,120 60	58,071 45
Navy-yard, New York, New York.....	70 00	609,500 00	85,302 58	694,872 58	620,765 63	74,106 95
Navy-yard, Philadelphia, Pennsylvania.....	5,774 24	86,027 00	4,749 50	96,550 74	60,924 14	35,626 60
Navy-yard, Norfolk, Virginia.....	17,259 89	165,844 00	11,581 67	194,685 56	125,099 21	69,586 35
Navy-yard, Pensacola, Florida.....	59,544 63	216,013 55	6,937 28	282,495 51	170,000 29	112,435 22
Navy-yard, Memphis, Tennessee.....	13,057 93	158,554 00	2,279 76	173,891 69	145,410 14	28,481 55
Navy-yard, Washington, District of Columbia.....	7,580 30	44,530 00	2,456 89	54,567 19	43,050 84	11,516 35
Navy-yard, Sackett's Harbor, New York.....	50 55	1,500 00	7 50	1,558 05	1,558 05	.....
Naval magazine, Boston, Massachusetts.....	38 99	618 32	466 16	1,123 38	111 99	1,011 39
Naval magazine, New York, New York.....	500 00	1,198 37	.....	1,698 37	415 59	1,282 78
Naval magazine, Washington, District of Columbia.....	200 00	1,250 00	.....	1,450 00	.....	1,450 00
Naval magazine, Norfolk, Virginia.....	1,938 60	1,504 59	9 98	3,452 57	1,000 00	2,452 57
Naval hospital, Boston, Massachusetts.....	878 54	1,500 00	613 30	2,991 84	1,789 35	1,202 49
Naval hospital, New York, New York.....	27 48	11,300 00	10,191 90	21,519 38	15,840 35	5,679 03
Naval hospital, Norfolk, Virginia.....		2,000 00	329 17	2,329 17	.....	2,329 17
Naval hospital, Pensacola, Florida.....	1,796 92	1,809 56	1,243 69	4,849 57	3,317 46	1,532 11
Naval hospital, Washington, District of Columbia.....	100 00	250 00	.....	350 00	.....	350 00
Dry-dock, floating, at Kittery, Maine, (Portsmouth,) act August 3, 1848.....	129,128 36	244,000 00	962 79	374,091 15	258,387 78	115,703 37
Dry-dock, floating, at Philadelphia, act August 3, 1848.....	117,733 67	242,000 00	1,683 83	361,417 50	356,370 26	5,047 24
Dry-dock, floating, at Pensacola, act August 3, 1848.....	86,515 65	310,000 00	4,262 55	460,778 20	179,670 20	221,108 60

MARINE CORPS.

Pay of marine corps.....	721 77	249,012 00	14,756 26	264,490 03	234,910 22	29,579 81
Provisions of officers, marine corps.....	17,865 90	40,674 80	22,816 26	81,356 96	47,532 95	33,824 01
Transportation, &c., marine corps.....	76 10	8,000 00	12,102 99	20,179 09	12,254 20	7,924 89
Fuel, marine corps.....	89 05	23,158 00	8,687 09	31,934 14	13,000 60	18,934 14
Clothing of marine corps.....	4,239 91	42,948 00	3,136 79	50,324 70	50,250 18	74 52
Repairs of barracks, marine corps.....	26 57	6,060 00	11,576 71	17,603 28	7,624 40	9,978 88

No. 15—Continued.

HEADS OF APPROPRIATIONS.	Balances of appropriations July 1, 1849.	Appropriations for the fiscal year 1849-'50.	Repayments from July 1, 1849, to June 30, 1850.	Amounts applicable to the service of the fiscal year 1849-'50.	Amounts drawn by requisitions from the treasury in the fiscal year 1849-'50.	Balance June 30, 1850.
Contingent, marine corps	\$655 85	\$18,694 00	\$83 26	\$19,438 11	\$19,065 84	\$372 27
Military stores, marine corps	4,200 00	6,000 00	623 05	10,823 05	10,827 77	23
RELIEF ACTS.						
Relief of J. M. Gillis and others, joint resolution, approved February 26, 1849. (Indefinite)		2,797 00		2,797 00	2,797 00	
Relief of forward officers, exploring expedition. (Indefinite)		1,982 53		1,982 53	1,982 53	
Relief of James Glynn and others, act February 22, 1849. (Indefinite)		1,902 56		1,902 56	1,902 56	
Relief of Joseph Wilson. (Indefinite)		606 67		606 67	606 67	
Relief of Joseph Bryan. (Indefinite)		282 00		282 00	282 00	
Relief of widows and orphans of officers lost in the "Eper- vier," act March 3, 1817. (Indefinite)		72 00		72 00	72 00	
	2,039,798 13	9,691,347 65	1,799,913 67	13,531,059 45	9,691,805 61	3,839,253 84

No. 15—Continued.

RECAPITULATION.

Amount applicable to the service of the fiscal year 1849-'50, as per aggregate of fourth column.....	\$13,531,059 45
From which deduct amount of refunding and transfer requisitions, as per third column.....	1,799,913 67
Will show the balance actually applicable to the above period	11,731,145 78
From which deduct amount drawn by requisitions from the treasury, as per fifth column	\$9,691,805 61
From which last sum deduct amount of refunding and transfer requisitions, as per third column.....	1,799,913 67
	<u>7,891,891 94</u>
Will leave the aggregate of the sixth column of balances, June 30, 1850.....	<u>3,839,253 84</u>

TREASURY DEPARTMENT,
Second Comptroller's Office, August 22, 1850.

ALBION K. PARRIS,
Second Comptroller.

Amount drawn by requisitions from the treasury in the fiscal year 1849-'50....	\$9,691,805 61
Deduct repayments from July 1, 1849, to June 30, 1850	1,799,913 67
	<u>7,891,891 94</u>

Deduct special objects, viz:	
Pay of superintendents, naval constructors, &c.....	\$64,544 86
Books, maps, &c., of Hydrographical office.....	55,490 21
Naval school at Annapolis.....	13,853 18
Military contributions in Mexico	13,627 34
Page's magnetic power.....	11,964 64
Navy-yards, magazines, and hospitals.....	1,218,805 83
Metecrological observations	1,117 03
Steam-boilers, &c., testing, &c.....	493 15
Stevens's war steamer.....	1 00
Survey Appalachicola bay.....	297 45
Prize-money	4,153 09
Steam mail service.....	184,569 45
Dry docks, floating, at Kittery, Philadelphia, and Pensacola....	787,519 07
Relief act.....	7,642 76
	<u>2,368,169 11</u>

Total expenditure for the navy and marine corps for the fiscal year ending June 30, 1850.....	<u>5,523,722 83</u>
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NAVY DEPARTMENT, September 30, 1850.