

Notice has been given to E. K. Collins & Co. of modification of law of July 21, 1852.

Recommends an increase of pay to certain grades of officers of the navy—reasons given.

Estimates for the support of the navy and marine corps, \$8,912,979 05.

Expenditures for same, for year ending June 30, 1856, \$8,437,356 97.

*List of papers accompanying the report of the Secretary of the Navy
December 1, 1856.*

- A.—List of deaths, resignations, and dismissions in the navy since the last report.
- B.—Synoptical report of Commander Thomas J. Page on the late "exploration and survey of the river La Plata and its tributaries."
- C.—Lieutenant O. H. Berryman's report of the cruise of the United States steamer Arctic.
- D.—Letter of Lieutenant M. F. Maury, transmitting report of Professor J. W. Bailey of an analysis of specimens obtained by Lieutenant Berryman in his cruise in the steamer Arctic.
- E.—Report of annual board of examiners in relation to organization and condition of Naval Academy at Annapolis, Maryland.
- F.—Report of commandant of midshipmen in relation to the late cruise of the practice-ship.
- G.—Report of superintendent of Nautical Almanac, in relation to its progress, &c.
- No. 1.—Detailed estimates of the office of the Secretary of the Navy, including those of the superintendent of the Nautical Almanac.
- No. 2.—Report and detailed estimates of the Bureau of Yards and Docks.
- No. 3.—Report and detailed estimates of the Bureau of Ordnance and Hydrography, including those of the Naval Observatory and Hydrographical office and Naval Academy.
- No. 4.—Report and detailed estimates of the Bureau of Construction, Equipment, and Repair.
- No. 5.—Report and detailed estimates of the Bureau of Provisions and Clothing.
- No. 6.—Report and detailed estimates of the Bureau of Medicine and Surgery.
- No. 7.—Report of the commandant of the marine corps, and detailed estimates from the quartermaster and paymaster of the corps.
- No. 8.—General estimate of the office of the Secretary of the Navy and the several bureaus of the department.
- No. 9.—General estimate of the southwest executive building.
- No. 10.—Summary statement of the estimates for the navy, the marine corps; and for special objects.
- No. 11.—General estimate for the support of the navy.
- No. 12.—General estimate for the support of the marine corps.

- No. 13.—General estimate for special objects under the Navy Department.
- No. 14.—Comptroller's statement of the appropriations for the Navy Department, viz: balances of appropriations on the 1st of July, 1855; appropriations for the fiscal year 1855-'56; repayments and transfers in the same time; the amounts applicable to the service of the year 1855-'56; the amounts drawn by requisition from the treasury in the same period; and the balances on the 30th June, 1856, with such sums specially designated as have been carried to the surplus fund.
- No. 15.—Abstract of expenditures under the head of contingent expenses, as settled and allowed at the office of the Fourth Auditor of the Treasury, from the 1st July, 1855, to the 30th June, 1856, inclusive.

A.—List of deaths in the navy, as ascertained at the department, since December 1, 1855.

Name and rank.	Date.	Place.
<i>Captains.</i>		
Joel Abbot	Dec. 14, 1855	Hong Kong, China.
Charles Morris	Jan. 27, 1856	Washington, D. C.
David Conner	Mar. 20, 1856	Philadelphia.
Isaac McKeever	April 1, 1856	Navy yard, Gosport, Virginia.
<i>Commanders.</i>		
George Adams	April 13, 1856	Baltimore, Maryland.
William F. Shields	May 30, 1856	Columbus, Mississippi.
<i>Lieutenants.</i>		
Archibald McRae	Nov. 17, 1855	San Francisco, California.
George E. Morgan	Jan. 6, 1856	Naval hospital, New York.
Richard L. Love	April 7, 1856	Near Pensacola, Florida.
Thomas C. Eaton	June 1, 1856	New York.
Charles W. Aby	Oct. 16, 1856	On board the Saratoga, off Aspinwall, New Granada.
James S. Day	Nov. 4, 1856	United States Insane Asylum near Washington, D. C.
John T. Walker	Nov. 25, 1856	New York.
<i>Surgeons.</i>		
W. P. C. Barton	Feb. 29, 1856	Philadelphia.
Isaac Hulse	Aug. 29, 1856	Near Pensacola, Florida.
Stephen Rapalje	Sept. 11, 1856	At New York, on board the Wabash.
<i>Master.</i>		
Alexander Cunningham	April 26, 1856	Portsmouth, Virginia.
<i>Midshipman.</i>		
J. Madison Todd	Dec. 30, 1855	Brooklyn, New York.
<i>Temporary naval constructor.</i>		
George Steers	Sept. 25, 1856	New York.
<i>Gunners.</i>		
James C. Davis	Nov. 20, 1855	Aspinwall, New Granada.
John Martin	Nov. 5, 1856	Brooklyn, New York.
<i>First assistant engineer.</i>		
William Holland	Aug. 18, 1856	Newark, Delaware.
<i>Marine corps.</i>		
Lieut. Col. Samuel Miller	Dec. 9, 1855	Philadelphia.
Capt. F. B. McNeill	Mar. 13, 1856	Philadelphia.
Capt. Job G. Williams	Sept. 26, 1856	Navy yard, Washington, D. C.
First Lieut. George Adams	Oct. 21, 1856	Flushing, New York.

List of resignations in the navy since December 1, 1855.

Name and rank.	Date of acceptance.
<i>Lieutenants.</i>	
Madison Rush.....	February 7, 1856.
John K. Wilson.....	May 9, 1856.
Eugene H. Oakley.....	May 9, 1856.
Edward Brinley.....	June 25, 1856.
Gustavus V. Fox.....	July 30, 1856.
Thomas Young.....	September 8, 1856.
James S. Biddle.....	September 25, 1856.
James Parker, jr.....	October 15, 1856.
<i>Pursers.</i>	
Aristides Welch.....	February 9, 1856.
Josiah Tattall, jr.....	April 30, 1856.
John C. Hunter.....	August 14, 1856.
John P. Abbot.....	September 1, 1856.
<i>Assistant Surgeons.</i>	
Gerard Alexander.....	March 8, 1856.
Randolph Harrison.....	April 2, 1856.
Frank A. Walke.....	August 6, 1856.
<i>Chaplain.</i>	
Thomas R. Lambert.....	September 11, 1856.
<i>Professor of Mathematics.</i>	
Ruel Keith.....	June 25, 1856.
<i>Passed Midshipman.</i>	
Charles F. Peck.....	July 21, 1856.
<i>Midshipmen.</i>	
Simon C. Mish.....	March 25, 1856.
F. A. Boardman.....	June 19, 1856.
Carey Carter.....	June 24, 1856.

RESIGNATIONS—Continued.

Name and rank.	Date of acceptance.
<i>Acting Midshipmen.</i>	
David H. Snyder.....	December 17, 1855.
James Ross.....	February 5, 1856.
George A. Ward.....	February 22, 1856.
Kosciusko Hodge.....	
E. C. Harry.....	
O. R. Dougherty.....	
A. S. Ashe.....	
L. P. Ward.....	
John F. Wright.....	March 31, 1856.
Edwin S. McCook.....	April 1, 1856.
Lucius H. Gibbs.....	April 7, 1856.
L. J. Adams.....	April 8, 1856.
Philip Smith.....	April 14, 1856.
Richardson Mallett.....	April 24, 1856.
F. P. Wiesman.....	April 26, 1856.
M. H. Beaumont.....	May 6, 1856.
W. H. Morgan.....	June 20, 1856.
George H. Sawyer.....	June 25, 1856.
R. S. McCook.....	June 25, 1856.
E. D. C. Wing.....	June 25, 1856.
E. V. Andruss.....	June 25, 1856.
V. H. Vaughan.....	June 27, 1856.
F. L. Ridgely.....	June 27, 1856.
R. McA. Johnson.....	June 27, 1856.
A. P. De Shields.....	June 27, 1856.
Samuel Adams.....	June 27, 1856.
F. G. Terry.....	June 27, 1856.
R. H. Tate.....	June 27, 1856.
Andrew Carnes, jr.....	June 27, 1856.
<i>Engineers.</i>	
First Assistant John M. Maury.....	September 17, 1856.
Second Assistant Amos Broadnix.....	February 14, 1856.
Do. J. C. E. Lawrence.....	June 23, 1856.
Do. H. E. Winsor.....	August 20, 1856.
Do. R. B. Quin.....	September 1, 1856.
Do. Henry Fauth.....	August 29, 1856.
Do. P. Henry Taylor.....	September 10, 1856.
Do. Jameson C. Hull.....	September 22, 1856.
Third Assistant Le Roy Arnold.....	February 18, 1856.
Do. F. A. Canfield.....	April 30, 1856.
Do. John Howell.....	May 3, 1856.
Do. John D. Mercer.....	July 8, 1856.

RESIGNATIONS—Continued.

Name and rank.	Date of acceptance.
<i>Engineers—Continued.</i>	
Third Assistant Henry B. Nones, jr.....	August 19, 1856.
Do. Cleland Lindsley.....	August 30, 1856.
<i>Naval Storekeeper.</i>	
Robert P. De Silver.....	March 14, 1856.
<i>Temporary Navy Agent.</i>	
R. M. C. Graham.....	November 15, 1856.
<i>Marine Corps.</i>	
Second Lieutenant Alexander D. Sparks.	March 27, 1856.
	declined accepting (D.)

List of dismissions in the navy since December 1, 1855.

Name and rank.	Date of dismissal.
<i>Boatswain.</i>	
Francis A. Oliver.....	November 3, 1856.
<i>Gunners.</i>	
James A. Silleston.....	November 17, 1855.
R. M. Stocking*(acting).....	September 29, 1856.
<i>Acting Midshipmen.</i>	
S. L. French.....	October 1, 1856.
H. F. Condict.....	October 1, 1856.
<i>Engineers.</i>	
First Assistant George F. Hebard.....	September 17, 1856.
Second Assistant G. T. W. Logan.....	August 29, 1856.

B.

Synoptical report of Commander Thomas J. Page on the late "exploration and survey of the river La Plata and its tributaries."

WASHINGTON, D. C., August 4, 1856.

SIR: I have the honor to present to the department the accompanying synoptical report on the late "exploration and survey of the river La Plata and its tributaries."

To do justice to a subject so fruitful, to present clearly and comprehensively the present state and future prospects of those countries, into and through which the operations of the expedition extended—their resources, physically and commercially—to exhibit the extent to which river navigation may be carried beyond its previously supposed limit, illustrated by accurately executed charts, and to contribute to the extension of geographical knowledge in determining the positions of regions of our own continent, whose places on our maps are no less in error than we, in ignorance of both country and people, would necessarily require a greater length of time than that elapsed since the return of the *Water Witch* to the United States; three-fourths of which have been occupied in the settlement of purser's accounts—a duty than which none can be more embarrassing, when combined with those of an expedition such as that on which the *Water Witch* was sent.

The department is fully aware of the circumstances precluding the possibility of accompanying this sketch of a report with a reduced map or chart. This deficiency I hope to supply when I may be permitted to present a more detailed account of our operations.

The department is also aware that a delay of several months attended the beginning of the work, after the arrival of the *Water Witch* at Buenos Ayres—the initial point of operations—her services having been represented as indispensable to the success of important diplomatic negotiations entered into by our representatives near the governments of Brazil and the Argentine Confederation; and that embarrassments of a grave character, involving the interposition of the *Water Witch* as a man-of-war in the protection of American citizens, circumscribed the action of the expedition to some extent, thereby excluding it from the exploration of the tributaries of the Paraguay and of that portion of the Parana which lies above Corrientes.

Sufficient has been accomplished, notwithstanding these obstacles, to induce the sanguine hope that through the humble means of this expedition—sent abroad solely under the authority of the department—there may result to this and those countries an important commerce, and to science valuable contributions in both geography and natural history.

I have the honor, sir, to be, very respectfully, your obedient servant,
 THOMAS J. PAGE,
Commander.

Hon. J. C. DOBBIN,
Secretary of the Navy.

WASHINGTON, *August 4, 1856.*

SIR: I have the honor to submit to the department the following report, setting forth the progress and extent of exploration accomplished by the United States steamer *Water Witch* during her recent cruise, under instructions from the honorable the Secretary of the Navy to "survey and explore the river *La Plata* and its tributaries." In addition to which instructions, I was accredited by the President, Mr. Fillmore, jointly with our ministers near the governments of Brazil and the Argentine Confederation, or individually, to make a treaty of commerce and navigation with the republic of Paraguay. When I arrived at Buenos Ayres, I was informed by our minister, Mr. Pendleton, that he had some months previously accepted the invitation of Sir Charles Hotham, the British minister, to accompany him to Paraguay, and at the same time, with the ministers of France and Sardinia, had concluded a treaty with the President of that republic.

These instructions constituted my guide in the prosecution of the work assigned me, and I hope it will be seen that they have been carried out in the fullest extent of which the means at my disposal and the circumstances attending the work would admit. The department having been informed from time to time of the progress of the expedition, it may not be advisable to withhold this preliminary report for the length of time which a more detailed account would render necessary. This can be made at some subsequent period, when the results of the work may be more clearly and minutely set forth, and the good deducible therefrom more satisfactorily demonstrated.

The *Water Witch*, a steamer of about four hundred tons burden, with a draught of nine feet, sailed from Norfolk on the 8th of February, 1853. Although not adapted in all respects for the duty assigned her, she nevertheless was better suited to it than any other vessel at that time available; and, with an enlightened zeal for the promotion of commerce and the advancement of science, the department availed itself of the limited means thus at its disposal to make to those objects a contribution, which I trust will be found eminently worthy of its efforts and in fulfilment of its anticipations. The seal to the new waters which the *Water Witch* was destined to explore, and which had remained closed for so many years to navigation, under the peculiar government of Buenos Ayres, was broken by the liberal and enlightened policy of General Justo J. Urquiza, provisional director of the Argentine Confederation, and by him the rivers were declared "open" to commerce. The government of the United States promptly availed itself of this privilege, and has now the satisfaction of demonstrating to the world the navigability of some waters previously unknown, and of others to a far greater extent than had at any time previously been imagined.

On the arrival of the *Water Witch* at Rio de Janeiro, I took occasion to represent, through the United States legation, to the government of Brazil the object of the expedition, for the purpose of enlisting in its behalf the favorable consideration of that government, knowing

that it held territory on both banks of the river Paraguay, through which I hoped to be able to extend the exploration.

The following correspondence will show the result of my effort at that time. My letter was addressed to Mr. Ferdinand Coxe, secretary of legation, Mr. Schenck being temporarily absent.

Hon. J. C. DOBBIN,
Secretary of the Navy.

UNITED STATES STEAMER WATER WITCH,
Rio de Janeiro, April 26, 1853.

SIR: The expedition on which the Water Witch has been ordered by the President of the United States, having purely for its object the advancement of commerce and promotion of science, objects interesting to all civilized nations, but more especially so to those on whose borders, or into whose territories its operations may extend, I wish, through the legation of the United States, to call the attention of the Brazilian government to this expedition, with the hope that through its enlightened policy it may be disposed to forward the work with which I am entrusted, whensoever its operations may border upon, or extend into the territory of Brazil.

Facilities might be afforded and difficulties removed by the simple act of approval and commendation on the part of Brazil, of which her frontier and inland posts could be notified in advance of the expedition.

You are too well aware of the good likely to result from the work we have in hand to require any argument from me. I therefore leave the matter in your hands, with the hope that your efforts to advance the aim and object I have in view may succeed to our entire satisfaction.

THOMAS J. PAGE,
Lieutenant Commanding.

Mr. FERDINAND COXE,
Secretary of Legation, Rio de Janeiro.

LEGATION OF THE UNITED STATES,
Rio de Janeiro, April 26, 1853.

SIR: In the absence of Mr. Schenck, I have the honor to enclose to your excellency a copy of a letter just received from Lieutenant Thomas Page, commanding the United States steamer Water Witch, now in this port. This officer has been ordered by the President of the United States upon the highly interesting and important duty of exploring and surveying all the rivers running into the La Plata; and it is not doubted that the results of the expedition will be of the highest importance to the commercial and scientific world, and that Brazil, as bordering upon, and at some points entirely enclosing the rivers it is

proposed to ascend, will not be the nation least benefitted by the operations of the expedition.

Your excellency will perceive, from Lieutenant Page's letter, that he asks from the imperial government such assistance in the object he has in view as may be given, by orders of friendly co-operation, to the imperial officers and agents he may meet when his operations may border upon, or extend into the territory of Brazil.

Your excellency knows too well what these orders should be, and to whom they should be given, for me to do more than communicate Lieutenant Page's request, as I am confident that the enlightened views of your excellency will lead you to further the aim and object of the expedition by all the means in your excellency's power.

The Water Witch will leave here for Monte Video and Buenos Ayres on the 30th instant, and I will have much pleasure in forwarding any communication which your excellency may desire to send to those points; and I avail myself of the occasion to renew to your excellency the assurance of my high respect and distinguished consideration.

FERDINAND COXE,
Secretary of Legation.

TO H. E. PAULINO JOSÉ SOAREZ DE SOUZA,
*Of the Council of H. M. the Emperor,
Minister and Secretary of State for Foreign Affairs.*

[Translation.]

FOREIGN OFFICE,
Rio de Janeiro, May 4, 1853.

I received, after some delay, the note which, in the absence of Mr. Schenck, was addressed to me by Mr. Ferdinand Coxe, secretary of legation, under date of the 26th of April last, enclosing a copy of a letter he had received from Lieut. Thomas J. Page, who having been charged with the duty of exploring the different rivers, affluents to "La Plata," asked from the imperial government all the assistance in its power, by means of orders and recommendations, for a friendly coöperation on the part of the respective authorities of the empire. In reply I have to say to Mr. Coxe, that the imperial government having opened to foreign commerce, in the river Paraguay, the port of Albuquerque, it makes no objection to Lieut. Page carrying his explorations to that point, and will send the necessary orders to the president of the province of Matto Grosso, and other imperial agents, that they may give to Lieut. Page all coöperation in their power; but the imperial government not having yet opened to foreign nations other ports above Albuquerque, and not having yet agreed as to the navigation of these interior rivers with the nations on their banks, (*Nações ribeirinhas*;) it cannot permit foreign vessels to enter them, and thus establish an example and precedent which might be preju-

dicial to the empire, as the right to the navigation of those rivers has not been settled.

I avail myself of this occasion to renew to Mr. Coxe the assurance of my esteem and consideration.

PAULINO JOSÉ SOAREZ DE SOUZA.

Mr. FERDINAND COXE,
Secretary of Legation, &c.

This unlooked for opposition to the exploration of waters, so entirely unknown to the civilized world, was subsequently removed by the imperial government, and permission granted the Water Witch to explore such tributaries of the Paraguay river as were under the jurisdiction of Brazil.

The success of this application should be attributed to the zeal and ability with which it was advocated by our ministers, Mr. Schenck and Mr. Trausdale; notwithstanding the confident belief I entertained—judging from the profound learning of his imperial majesty, and his devotion to the sciences—that all opposition would eventually be removed.

Political questions of old date, relative to territorial limits, had made the two governments of Brazil and Paraguay jealous of their respective rights to the navigation of the Paraguay river. The latter government claimed exclusive jurisdiction, and asserted the right to prohibit the ascent of the Paraguay above Asuncion, the capitol, to all nations; while the former claimed a way by water to her interior province, "Matto Grosso." The navigation of the river was denied to Brazil with the hope of forcing his imperial majesty to terms on the question of limits. Angry discussions on these points, for many years, had finally terminated in the threatening spectacle of a formidable Brazilian squadron arrested in its ascent of the Paraguay by a battery of one hundred guns, erected on the banks of that river. The two nations, brought thus in juxtaposition at the cannon's mouth, concluded it the more prudent plan to keep the ammunition in the magazines, and settle their differences with the pen instead of the sword. Negotiations were consequently resumed, and resulted (as we learn since leaving the waters of "La Plata") in the adjustment of the question of limits, and the opening of the Paraguay to the Brazilian flag.

The interesting details involved in these matters cannot be embraced in this circumscribed report.

On the arrival of the Water Witch at Buenos Ayres, the point in the river La Plata where the survey and exploration were begun, and in consequence of the very probable necessity for a place of refuge for Americans—arising from the impending attack upon the city from the besieging force under General Urquiza—I received the following letter from our chargé d'affaires, Mr. Pendleton, to which I felt every obligation to yield a willing assent.

LEGATION OF THE UNITED STATES,
Buenos Ayres, July 3, 1853.

MY DEAR SIR: I am aware of your great anxiety to proceed up the river, in pursuance of the objects of the expedition under your command, and it is therefore with very great reluctance that I take leave to suggest to you that it is very desirable you should remain a few days longer in the port of Buenos Ayres.

Events of importance and of a decisive character in respect to the condition of this city and province are, in my opinion, at hand.

No American man-of-war is in the river; Captain Downing, with the *Jamestown*, having suddenly, and without any correspondence or consultation with me on the subject, cleared out, as I have informally learned, to proceed to Rio de Janeiro, for the alleged purpose of having his ship caulked.

I would not make this request, but for the strongest conviction on my own part that the events referred to are almost certain, and for the further fact that I am urged to do so by many American citizens resident in Buenos Ayres, and that I have also the concurrence of Mr. Schenck, who desires me to say so to you.

JOHN PENDLETON.

Captain THOMAS J. PAGE,
Commanding U. S. steamer Water Witch.

Happily the necessity for the presence of the *Water Witch* did not actually arise; but that request was followed by another, which caused a yet longer detention before Buenos Ayres, to which it did not become me to turn a deaf ear. The following letter shows the circumstances attending the request, and the importance attached to the participation of the *Water Witch* in the arrangements made by the foreign representatives.

LEGATION OF THE UNITED STATES,
Buenos Ayres, July 10, 1853.

DEAR SIR: We are engaged in some confidential negotiations at present, which are likely to result in an accommodation of the difficulties existing at Buenos Ayres between the parties to the civil war. There is no absolute certainty as to the event, but there is a sufficient probability of success to justify us in requesting that you will not leave the place for a few days. We make this request because it is a part of the present plan, that the foreign men-of-war in port may convey the provisional director and his escort to the neighboring port of Guaguaychu.

As important objects connected with our duties here are likely to be attained more readily by the participation of the United States flag in this transaction, we think it very important you should remain, there being no other United States vessel in port.

ROBERT C. SCHENCK.
 JOHN PENDLETON.

Captain THOMAS J. PAGE,
United States steamer Water Witch.

The negotiations alluded to terminating in an accommodation of the difficulties and in an abandonment of the siege by the forces of the Argentine Confederation under the command of General Urquiza—in conformity to the request of our minister—the provisional director, together with his suite and military escort, was received on board the *Water Witch* and transported to the province of Entre Rios.

In the adjustment of these grave difficulties between the Argentine Confederation on the one side and Buenos Ayres on the other, the agency of our representatives, in co-operation with those of England and France, was of a character highly influential; and in the official communication of the participation of the *Water Witch* in the above transaction, made by Mr. Schenck to the State Department, her services were characterized on this and subsequent occasions as very material to the success of their negotiations with the Argentine government. Neither were they of less importance in having laid the foundation of good relations, which were always manifested in the facilities offered our work, whensoever we were operating within the jurisdiction of the confederation.

The appreciation of the expedition by the President (Urquiza) may be judged of by the following letter, sent to me after its objects had been made known to him:

[Translation.]

“Long live the Argentine Confederation.

“The Provisional Director of the Argentine Confederation.

“The American steamer-of-war *Water Witch*, from the United States of North America, having arrived in the river La Plata, and her captain, Thomas J. Page, having expressed his desire to navigate the rivers of the Argentine Confederation, for scientific purposes, I enjoin and command the authorities of the riverine provinces that they will not present any impediment to his exploration, but afford him all the assistance he may need or require.

“JUSTO J. URQUIZA.

“SAN JOSÉ DE FLORES, *May 27, 1853.*”

The principal affluents of the river La Plata—the Parana and Uruguay, with their tributaries—constituted the field of our operations; a field which, although vast in extent and partially closed to exploration, will, I trust, be found not to have been labored in vain. Hidden and unknown, as have been for ages past the rich resources of those countries, watered by the above rivers—a condition not to be wondered at when we take into consideration the rule to which they have been subjected—it is not anticipating too much when we look for an abundant harvest as the result of our labors; a harvest not only of material value to the commercial community, but of some interest to the scientific. To demonstrate this position, which I assume for the late exploration of the tributaries of La Plata, does not lie within the limits of this report. It is a task which I hope to undertake and execute, though plainly and simply, in such manner as will exhibit the

field that is open to commercial enterprise, to the mechanical arts, to agriculture, and to scientific pursuits in geography and natural history.

At the distance of a few miles below the confluence of the Parana and Uruguay, and where they form the river La Plata, is the island "Martin Garcia," whose commanding position is such as to have made it the subject-matter of treaty stipulations, by which its occupation or possession should, under no circumstances, authorize or give the power of obstructing the free navigation of those rivers. The importance of its position, however, has been much diminished by the discovery, in the late work of the *Water Witch*, of a channel heretofore unknown, whose depth of water is two feet greater than that of the old channel, and whose course forms the common boundary between two foreign states, Buenos Ayres and the Banda Oriental; thus depriving this island not only of its importance as a military station, but of the political character it has hitherto maintained, of holding the command of the channel of the Uruguay, and, consequently, of the Parana also. This may be assumed as the initial point of the exploration and survey; and, as the Parana river presented the more extended and important field of operation, the labors of the expedition were first directed to that channel.

In explaining the manner in which the work was conducted, the department will perceive that the best means of which it admitted were resorted to for the attainment of accuracy; and these were sufficient for the accomplishment of the object in view—the construction of charts from a "running survey," based upon, and checked by, daily astronomical observations.

The chronometers, five in number, had been selected by the superintendent of the "Naval Observatory" because of their excellence, and it is gratifying to know that they sustained this character throughout our work as well as could have been anticipated. Their errors and rates were well determined previously to entering upon the work, in conducting which observations of the sun and stars were daily made, whensoever the weather would admit, for the determining of latitude, longitude, and variation. The distances between the points of observation were arrived at by reference to a uniform number of revolutions of the engine, which, from experience, was ascertained to be equal to a close approximation to a certain distance. Whatsoever erroneous estimate may thus have been made, it could not extend beyond the point of observation, so that there was always a check upon any error of judgment or irregularity in the speed of the steamer. There were, at all times, when the steamer was under way, two officers at work, exclusive of myself; one with the chart before him, projecting the course and distance, the width and depth of the river, with the topography on either bank; while the other recorded in the note book the same, together with all such remarks as were calculated to represent more clearly any peculiar characteristic. Soundings were taken at intervals of five minutes, when in deep water, but when in shoal water, as often as they could be had. The astronomical observations and their reductions were, at different periods of the work, conducted by Acting Masters Welsh, Powell, Murdaugh, and Henry,

to whom, in connexion with Lieutenant Jeffers, who joined the expedition after Mr. Welsh's detachment, because of ill health, the success of our work is mainly due, as having "borne the burden and heat of the day."

The Parana discharges its immense volume of water into "La Plata" by the confluence of three of its principal branches with the Uruguay, and by a number of other branches of less importance communicating directly with "La Plata," thus forming a delta of vast extent. The various branches susceptible of navigation were explored and surveyed.

The river was ascended through its main channel, in the Water Witch, up to the confluence of the Paraguay, about 800 miles from Buenos Ayres, when this latter river was ascended above that point about 900 miles up to a Brazilian military post called "Corumba;" beyond which the expedition, at this time, was prohibited from proceeding by the Brazilian government, for the reasons hereinbefore indicated.

The point of junction of these two rivers is about twenty-two miles above Corrientes, the principal town of the province of that name. Subsequently to the period now alluded to, the further exploration of the Parana—that portion of it yet unknown—was attempted; but the progress of the steamer was arrested by an assumption of unwarrantable exclusive jurisdiction by the government of Paraguay over waters where the right was shared and the jurisdiction concurrent with the Argentine Confederation. The right to explore the river throughout the extent of the jurisdiction of the Argentine Confederation was vested in the Water Witch by an injunction from the provisional director, General Urquiza, on its citizens to afford the expedition every facility, aid and assistance; and on the other hand, there rested on the Water Witch the obligation to carry out the grant that had been made by this liberal and enlightened act.

The progress of the vessel, however, in her ascent of the river, while carrying out the instructions of the department, and while acting not only by the permission but by the expressed desire of the Argentine Confederation, was arrested by the commission of an outrage on the part of the Paraguay government, which I sought in vain to avenge. The means were ample and available; the mode and manner of using them clearly demonstrated; the authority full and unquestioned, and resting in the hands of one whose rank and position in the command of a squadron should be a sufficient guarantee that the honor of his country's flag is in safe keeping when entrusted to him. The department having been fully advised of all the circumstances connected with this transaction, I abstain from giving, in this report, a detailed statement of what I must ever consider a wrong, an outrage unavenged. It becomes me to state, however, in this place, that the unwarrantable course pursued towards the Water Witch was induced by the exasperated state of feeling on the part of President Lopez, of Paraguay, arising from the fact that, in the discharge, not only of the obligation imposed upon me by instructions, but by my duty as an officer, I had removed, by means of the Water Witch, from under his oppressive rule a number of American citizens, who

located in that country for the transaction of commercial and their business, and having come under the ban of his displeasure, were treated in a manner not to be tolerated.

The time has elapsed when the indignity offered the flag should have been avenged, but I trust it has not passed when the government of Paraguay shall be made responsible for the pecuniary losses sustained by those American citizens, and caused by an exercise of the most tyrannical power.

In ascending the river Parana up to the confluence of the Paraguay, the territory on both sides belongs to the Argentine Confederation, with the exception of a portion of the right bank—about 145 miles in extent—which pertains to the State of Buenos Ayres. The provinces bordering the river are, Entre Rios and Corrientes on the left, and Santa Fé on the right bank, the northern portion of this latter province extending into "El Gran Chaco"—the home, and almost boundless domain of various tribes of inhospitable Indians. This is an extent of country embracing not less than 200,000 square miles; and notwithstanding it has been partitioned out by imaginary limits among the different states surrounding it—the Argentine Confederation, Bolivia, Paraguay, and Brazil—the Indian yet roams that vast domain in undisturbed possession. He sallies forth at times to rob the white man, and when pursued finds refuge in the immensity of this region, which he calls his own. This extent of pampa country—similar to our prairie—is well watered by streams, whose navigability, in part, has been proved, and whose banks are well studded with timber and wood for fuel. The fertility of the soil is unsurpassed, and the grass, in luxuriance unequalled, affords rich pasture for innumerable herds of cattle, horses, sheep, &c.

On the opposite bank, in the provinces of Entre Rios and Corrientes, we find a sparse, but hospitable population, inhabiting a country rich in natural resources—save those of minerals—soil fertile, and susceptible of producing in great abundance the various grain crops, cotton, tobacco, and every variety of vegetable. From the interior of these provinces small rivers empty into the Parana, whose navigability, at certain seasons of the year, would afford the medium of easy transportation to market for all the products of the country.

The city of Parana, the seat of government, is one of the most important towns of Entre Rios, although not the most populous. In Santa Fé, the province immediately opposite, the chief towns are Santa Fé and Rosario—the latter being the principal port of entry of the confederation. The population of this place has increased, within the past three years, in a ratio truly surprising, showing the effect of confidence in the recently established popular form of government.

Added to this may be mentioned, as an active stimulus to this influx of population into Rosario, the anticipated construction of the recently projected railroad from that place to Cordova. The route has been surveyed by one of our own countrymen, Mr. Allen Campbell, whose reputation in South America as an engineer is of the highest order, and whose favorable decision as to its practicability is quite sufficient to ensure the connecting of the western with the eastern part of the confederation by this iron bond.

In the prosecution of this survey it became necessary for Mr. Campbell to make a very thorough exploration of the river "Tercero," which, under the name of Carcaraña, empties into the Parana, a short distance north of Rosario. To him I am indebted for information relative to this river of such a character as to preclude the necessity, on our part, of a closer examination than we had already made.

He says, "The Tercero is not navigable in its natural state, neither is it susceptible of being made so by artificial means, at least, for any practical or useful purpose."

The construction of this road between Rosario and Cordova, together with the navigation of the river Salado, will contribute vastly to the commercial prosperity of the confederation, and not less to the perpetuity of its political existence.

There are many points in which the Parana and Paraguay assimilate to our western waters. Their course is from north to south. They have their periodical rise and fall, caused not by the melting of snow and ice which influence the latter, but by the rainy and dry seasons of the tropical region of Brazil, in which they take their rise. The average rise of the Parana is 12 feet, which begins in December, reaches its maximum in February and March, and will be found at its lowest state in August and September. In the month of October there is a partial rise of six feet, called the "*repunta*," which continues not longer than one month, when it subsides again to its low state.

The Water Witch, with a draught varying from 8 to 9 feet, ascended the river during the month of September, when it was at its lowest state, and experienced no difficulty from the want of a sufficient depth of water. Its channel is subject to changes during the season of increase. This, however, occasions no difficulty in the navigation of the river, because the vigilant pilot soon learns, from experience in river navigation, to discern, by inspection, the course of the main channel. The velocity of the current averages $2\frac{1}{2}$ miles the hour. Owing to the almost numberless islands with which this river is studded, some of them many miles in extent, its width, in parts, from mainland to mainland, is as much as 15 miles; but the width of the river proper varies from one-fourth to one mile. Its banks, at the distance of 300 miles from its mouth, towards its source, are well covered with the best quality of wood for steamers; and they maintain this character throughout. Many of the islands are sufficiently elevated to escape inundation, and offer an inexhaustibly fertile soil for cultivation, especially in rice.

On entering the Paraguay river, at the point spoken of, we have Paraguay on the left bank, and still "El Gran Chaco" on the right. This river differs from the Parana in several particulars. Its period of rising is generally the reverse; it contains but few islands; is confined between narrow limits; is more easy of navigation, because less obstructed by shoals; and the course of its channel is less variable; its width from one-eighth to three-fourths of a mile; its velocity two miles per hour; and its rise is from twelve to fifteen feet. In October it attains its maximum, and in February its minimum state. From its mouth to Asuncion, (the capital,) a distance of 250 miles, there were found no less than twenty feet of water, when the

river had fallen about two feet. This depth of water remained unchanged for the distance of several hundred miles above Asuncion, and the Water Witch had ascended the Paraguay seven hundred miles above this place ere she found less than twelve feet. At this time the river had fallen several feet.

The admirable adaptation of these rivers to steam navigation cannot but forcibly strike the most casual observer.

There are no obstructions from fallen trees, neither shoals nor rocks, to endanger navigation. At suitable points—in fact at every point, in Paraguay particularly—an abundance of the best wood may be procured immediately on the banks; and, when populated, no difficulty will be found in obtaining a supply of it prepared for immediate use. By experiment carefully made, one cord of the Paraguay wood was ascertained to be equal, in the production of steam, to a ton of the best anthracite coal.

The left bank of the river, up to the distance of 450 miles from Asuncion, is populated; but more and more sparsely as the northern frontier is approached. Between the most northern Paraguayan and the most southern Brazilian settlements, a distance of 250 miles; there is no habitation of civilized man. Various tribes of Indians were met with at different points, with some of whom we "held a talk," and parted on such friendly terms, because of the numerous presents we made them in trinkets and tobacco, that they became somewhat troublesome, following us along the banks on horseback, desirous that we should repeat the visit on shore.

The "cacique" and one of his tribe were induced to come on board the vessel. They manifested no astonishment, notwithstanding the novelty of all they saw, a steamer, an object to them incomprehensible, and the first to plough the upper waters of the Paraguay.

Between the town of Santa Fé and Fort Coimbra, the most southern Brazilian military station and settlement, a distance by the river of about 1,400 miles, there is not the residence of one civilized man on the "Chaco" side. In 1855, a colony of Frenchmen was established, however, a short distance above Asuncion, under the auspices of the Paraguay government; but ere many months had elapsed, it fell into disrepute with President Lopez, and was abandoned. The apprehension of inroads from the Indians, has, up to this time, so effectually excluded all settlement in the "Chaco," that, to the Paraguayans, the river which intervenes forms an impassable barrier, and the country on its opposite side a "*terra incognita*." From Coimbra we ascended the river to Corumba, a distance of 120 miles. Intermediate the two places is the small village of Albuquerque. We had now reached the northern limit, Corumba, in latitude 19° south, to which our exploration of the Paraguay was circumscribed by the Brazilian government, having passed through 15½ degrees of latitude, in a direction generally north, and arrived at a point in the interior of South America, very little short of 2,000 miles from the ocean by the course of the river. Judging from what I saw and heard, I have no doubt but that the Water Witch, at the season of high water, could have ascended 300 miles further. Up to the point reached by the Water Witch, steamers of five feet draught could ascend at all sea-

sons of the year ; and with a more suitable draught of three or four feet, they could doubtless reach "Cuyaba," the capital of the rich province of "Matto Grosso," the frontier state of the empire of Brazil, bordering on the Paraguay. This place, with a population of eight or ten thousand souls, will present an important market to commerce, should Brazil abandon her exclusive policy in river navigation, and, with Paraguay, declare the navigation of the Paraguay river open to all commercial flags.

The most direct communication held by this place with other parts of the world is through Rio de Janeiro, over mountains, passable only by means of mules, and through a distance of 1,200 miles. The Paraguay is now made known to the world as navigable into the very heart of her rich frontier province; and Brazil, having become awakened to the vast importance of such a channel of communication, has, I learn since leaving the waters of the La Plata, entered into a treaty with Paraguay for the right to the navigation of that part of the river passing through her territory, or, more properly, claimed by her.

This is a striking instance of the important results which will eventually flow from this exploration, and evinces the high appreciation entertained by Brazil of the developments arising from the ascent of the Water Witch into the interior of a country never before known to be accessible to steam navigation. The arrival of the Water Witch at Coimbra was hailed with lively enthusiasm, as the forerunner of a new era in the prosperity of that region; as the pioneer of its commercial intercourse with the world; "as an event worthy of commemoration by the erection of a lasting monument."

As this was the first fruit of the expedition, it necessarily awakened to a lively sense of its importance the slumbering energies of Brazil, the country most deeply interested in the facts established.

It becomes a pleasing duty, at this part of the report, to make my acknowledgments to the "comandantes" of Coimbra and Corumba for the very polite and hospitable reception extended to us. The whole district is under the command of the commandant of Coimbra, Antonio Peixoto de Azevedo Ravim Capite, who controls an institution established at Albuquerque, which not only does great credit to the government of his Imperial Majesty in its efforts to civilize and Christianize the Indians, but trains up, by its benignant tuition, the rising generation, which will, in time to come, form a formidable force, competent to protect and defend her distant frontier from hostile invasion.

The policy of Brazil towards these Indian tribes is both lenient and humane, and well worthy the imitation of any government under whose guardian care these children of the forest may fall.

I have stated that permission to ascend the Paraguay river beyond Corumba had been refused. I was, consequently, forced to abandon, for the present, its further exploration, hoping that on a more mature consideration of my application the government of Brazil would yield its opposition. Permission *was* subsequently granted to explore all the tributaries of the Paraguay within the jurisdiction of Brazil; and, while anxiously expected, it reached me just on the eve of the rupture of my friendly relations with President Lopez, under whose displeasure

the further exploration of all the waters of Paraguay, or the entry within the limits of her territory, was prohibited by a formal proclamation. Our work was thus excluded from the waters of Paraguay that had not been explored, and, by the outrage before mentioned, prohibited, also, from a further exploration of the Parana. Previously to this prohibition, the exploration had extended a short distance up the Vermejo, one of the most important tributaries of the Paraguay, to which, by one of those arbitrary acts incident to a consciousness of power, President Lopez asserted exclusive jurisdiction, based upon a treaty *not* concluded, but *rejected* by the constituted authority. Concurrent jurisdiction is claimed by the Argentine Confederation with Bolivia as a question not admissible of discussion; and she even goes further, in the extension of her claims to a large portion of the "Chaco," many miles north of the Vermejo; thus sharing the "Gran Chaco" with Bolivia, and excluding Paraguay altogether from any right to territory on the right bank of that river.

Paraguay, however, asserts her claim, not by right of possession, but through a sufficient force stationed near the mouth of the river, by which she controls its navigation and that of its tributaries.

It had been my aim and object to continue the exploration of the Vermejo, and attempt that of the Pilcomayo—a river of importance to Bolivia, and also to the commercial world—if practicable of navigation; but the same proclamation which closed the Paraguay to further exploration closed this river also.

The time is not distant when all such prohibitions will be removed; when, under the march of intelligence, exploration, and its attendant developments, will open the road to commerce, to the advancement of education, and to the establishment of the most amicable relations among the distant nations of the earth.

The president of Paraguay, with intelligence far in advance of what could be expected in a country whose existence should date from 1840, and the people of Paraguay—than whom there are none more hospitable or kind—are alive to the importance of commerce, and aware that by it, alone, can the budding resources of their beautiful and rich country become thoroughly matured and developed.

The country of Paraguay presents a field for enterprise of which other portions of the world are profoundly ignorant. Its population, secluded from the world until the year 1840, were ignorant of their own hidden treasures, not of diamonds and gold, but of the more substantial, the more reliable products of the soil; which, aided by man's partial exertions, would yield a most abundant harvest. One of her natural products—the "yerba"—has, up to this time, been the chief source of profit. But, independent of these, as well as of the wealth centered in the herds of cattle which graze upon her extensive plains, it is the hidden treasure of her soil, it is agriculture—the basis of commerce—which she must cherish as the means by which she is to reach her destiny. Her mines of iron are of a superior quality, and although but partially tested, give evidence of a supply far exceeding her own and the combined wants of the neighboring States.

At the distance of 38 miles below Coimbra, and in latitude 20° 10'

south, the river "Bahia Negra" empties into the Paraguay, on the right bank. The entrance to the river, and the immediately adjoining country, constitute the entire territory which is yielded to Bolivia by the governments of Brazil and Paraguay; their claims, however unfounded, covering the remainder of the right bank of the Paraguay from the mouth of the Vermejo. The Water Witch entered the "Bahia Negra," and after ascending about 36 miles found the river closed by an impenetrable growth of grass, notwithstanding the depth of the water was nine feet. The banks of the river here became lost and blended with the vast sea of grass rising above the water. The high lands of Bolivia, from whence this river rises, were too distant to be seen. Nothing, save the mountains of Coimbra and Albuquerque, distant 40 miles, interrupted the boundless plain of grass seemingly floating on the water. Not only was our progress in the steamer arrested, but the grass so closed in the channel of the river as to render its further exploration impracticable with the boats. At the season of low water, it is confidently believed that an opening of this river might be effected into a region of Bolivia called "Otquis," which would give that state the nearest approach to waters navigable at all seasons, and thus render accessible to market the fairest portion of a country now shut out from the world.

The opening of such communication, which must naturally follow this exploration, I confidently look forward to, at no distant day, as one of its most valuable results. Public attention had already become awakened to the fact, ere the work had been completed, that this region of Bolivia was accessible to navigation.

Before leaving the waters of the Paraguay river, a very thorough exploration of the country of Paraguay was made. This was performed principally by the aid of Lieutenants Powell and Henry, who by means of the sextant, pocket chronometer and artificial horizon, determined the position in latitude and longitude of many important points. By this work, we are enabled to contribute to geographical science a degree of accuracy in position which this country does not enjoy at the present time. The agricultural districts, as well as those of the natural products, the "yerba," &c., were explored, and the mode of gathering and curing the "tea of Paraguay" accurately observed and noted by Lieut. Powell. The interesting establishments of the Jesuits, under whose benignant rule the "Guarany" Indians were redeemed from a state of barbarism to civilization and Christianity, were visited, and their geographical positions determined. These establishments still retain in remarkable preservation evidences of the wonderful zeal, perseverance, skill and ability of their founders, in the structure, carving and painting of their churches. When it is remembered what the condition of the country was at the period of the erection of these buildings, with all that pertained to them; that it was a wilderness; that its inhabitants were savages; that out of this wilderness, and by these savages, these truly magnificent edifices were erected, and at such a distance from any civilized nation, one is lost in wonder and admiration at the will, the nerve, the zeal to attempt, and the intellect and skill to achieve such master works.

To give a faint idea of the course pursued by the order of Jesuits,

from the period of their landing to that of their expulsion, and of the results of their labors, which are so intimately interwoven, not only with the history of Paraguay, but with that of the Argentine Confederation, also, would lead me far beyond the limits of this report. I must therefore relinquish it here, for a more appropriate time and place.

Notwithstanding the narrow limits within which it is now kept, the cultivation of the soil was found further advanced in Paraguay than in the *riverine* provinces of the confederation.

The population may truly be said to be an agricultural people. The policy of Francia threw them upon their own labor, and made them dependent upon themselves for all articles of consumption. It drove them to the cultivation of the soil, at least to such an extent as to supply their individual wants; but it does not seem to have awakened or elicited either skill or ingenuity. With the least imaginable labor the earth brought forth her increase; and, secluded from the world as these people were by this restrictive policy, their infantile State had but few wants, and those were scantily supplied.

Time has changed for the better. Strangers are admitted into the country, the people are alive to progress, and the beneficial effects of that forerunner of all prosperity and intelligence, commerce, begin to be manifested in all their pursuits.

There is no trait of character more characteristic of the people of Paraguay than their hospitality to strangers. When we journeyed from one section of the country to another, whether on the frontier or in more settled parts, our movements were not only attended with perfect security, but our reception always with marked kindness. This country is open to the commerce of the United States. It presents a field, in common with the Argentine Confederation, which, in its abundant harvest, should not be allowed to fall into other hands. It is peculiarly our own. The similarity in the character of the rivers of South America to those of our own country, and the experience we have had in the construction of boats adapted to such navigation, render our builders and our navigators more competent to supply and run such boats than any other persons on the globe. It has been said that the commerce of these inland countries—alluding especially to Paraguay—can never be carried on directly with either the United States or Europe under their own flags, because vessels suited to the sea could not navigate these interior waters. In refutation of this idea—an idea not to be very much wondered at when we consider the ignorance that prevailed relative to their capacity—I need simply state the fact that the *Water Witch*, a "sea-going steamer," a man-of-war, though small, of nine feet draught, penetrated into the interior of South America to the distance, from the ocean by the river, of 2,000 miles. Ocean steamers of *four times* her tonnage may ascend these rivers nine-tenths of this distance at *all seasons* of the year, as their draught need not exceed six feet.

Previously to leaving the waters of the Paraguay, two of its small tributaries were explored and surveyed, the "Jejuí" and "Confuso"—the former in the small steamer by Lieutenant Ammen, and the latter by Lieutenant Murdaugh. The "Jejuí" rises in the mountains

of Paraguay, and forms the channel by which much of the "yerba" is conveyed into the main river, and thence to Asuncion. The "Confuso," less important at this time, and requiring much labor to render it navigable, or at all available, rises in the unknown regions of the "Chaco," and empties into the Paraguay about 60 miles above Asuncion.

The commerce of Paraguay in its extent and progress may be judged of from the following statement taken from authentic records. The increase in exports will exhibit strikingly the benefits resulting from the free navigation of the Parana and Paraguay—an increase produced solely by the native population, there having been no immigration into the country, within the period embraced, calculated to augment the amount of its products.

PARAGUAY.

Return of goods into Asuncion during 1854.

[These import duties are 20 per cent. on articles of necessity, and 25 per cent. on articles of luxury. These duties are levied on a lower valuation than the real value of the goods, so that the total amount of importation may be considered to represent \$700,000.]

Grey shirtings and drills.....	\$112,559
Bleached shirtings and drills.....	41,645
Prints and muslins.....	103,878
Shawls and handkerchiefs	51,740
Tickling and cotton pantaloon stuff.....	12,794
Twill	585
Thread.....	14,799
Bobbinet	1,559
Book muslin.....	4,543
Socks and stockings.....	400
Woolen goods.....	68,697
Silk goods.....	13,922
Ribbons.....	4,012
Hats	10,282
Ladies' dresses.....	3,096
Umbrellas.....	330
Boots and shoes	2,498
Hardware	32,470
Wine and spirits.....	7,295
Books.....	2,034
Chairs	360
Salt.....	12,437
Sugar	1,521
Flour.....	1,235
Medicines	1,125
Glass	539

Fireworks.....	\$703
Red beads.....	1,232
Unenumerated articles.....	77,233
	<hr/>
Total amount in 1854.....	585,493
	<hr/> <hr/>
Amount imported in 1853.....	406,688
Amount imported in 1852.....	540,150
Amount of import duties in 1854.....	123,289
Amount of import duties in 1853.....	56,564
Amount of import duties in 1852.....	123,276
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PARAGUAY.

Exports from Asuncion during 1854.

[The number of vessels that arrived in Asuncion in 1854 was 160, with about 8,000 tons, of which 2 were British, 31 Paraguayan, 116 Argentine, and 11 Oriental. The export duty is 10 per cent. on almost every article, except starch, which pays 6 per cent. Of the exports of 1854, 82,882 arrobas of yerba, 2,074 pesadas of raw hides, 52,670 varas of timber, and 311 arrobas of horse hair, paid no duty, being exported or sold by the government. The value of these articles is about \$300,000, leaving only \$477,800 worth of produce exported by the trade, making a balance against the market of \$222,500, assuming \$700,000 as the actual value of the imports.]

Yerba, 85,676 arrobas*.....	\$282,489
Tobacco, 103,868 arrobas.....	148,164
Cigars, 5,264 thousands.....	12,568
Timber, 80,313 varas.....	49,050
Raw hides, 38,957 pesadas.....	156,287
Tanned hides, 15,566 hides.....	66,650
Horse hair, 3,205 arrobas.....	9,833
Tan bark, 15,920 arrobas.....	2,719
Starch, 23,325 arrobas.....	10,596
Oranges, 266,893 almudas.....	11,288
Sweetmeats, 29,588 arrobas.....	19,086
Molasses, 30,668 asumbras.....	1,279
Sugar, 7 arrobas.....	20
Sugar cane, 35,600 cañas.....	53
Rum, 12,534 frascos.....	3,168
Maize, (corn,) 29,922 almudas.....	597
Rice, 54 arrobas.....	17
Beans, 3,394 arrobas.....	984
Meal mandioca, 706 arrobas.....	179
Ground nuts, 6,264 arrobas.....	1,164
Algarobilla, 775 arrobas.....	96
Paddles, 196 dozens.....	472

*Paraguayan measures: Almuda = 12 quarts dry measure. Arroba = 25 pounds. Frasco = 3 quarts liquid measure. Asumbra = 34 pounds.

Bamboos, 3,724 dozens	\$235
Lime, 200 fanegas (12 almudas)	500
Earthenware	63
Total amount of exports in 1854.....	777,557
Total amount of exports in 1853.....	691,932
Total amount of exports in 1852.....	474,499
Total amount of exports in 1851.....	341,380
Amount of export duties in 1854	40,150
Amount of export duties in 1853	36,319
Amount of export duties in 1852	29,200
Amount of export duties in 1851	10,970

In addition to the articles of export here enumerated, there are other natural products—iron, dye-stuffs, medicinal plants, timber of superior quality for ship building and cabinet work, India-rubber, &c.—which will vastly augment the present amount of exports, so soon as the petty restrictions now imposed on commerce shall have been removed, a more liberal system adopted for the encouragement of immigration, and a more positive guaranty given for the security of private property. Advancements have been made toward the attainment of these objects since the death of the dictator, Francia, but their accomplishment has not, as yet, been achieved. It is but the work of time, and that not very distant. In the progress which has marked the policy of the Paraguay government during the past three or four years, the influence of commerce, stimulated by the opening of the navigation of those rivers, and guaranteed by treaty stipulations, may be distinctly traced. Foreign enterprise embarked in the trade, and the construction of a small steamboat—by the expedition—(the first ever launched into the waters of the Paraguay) demonstrated to the government its resources in part, and at the same time its want of the ability, skill and enterprise, to develop them.

These lessons were not lost on President Lopez. He purchased two steamers, and more recently built one on the banks of the Paraguay, near Asuncion, entirely of the wood of the country. For purposes of ship building there are woods in Paraguay of superior quality, the most indestructible of which is the "lapacho."

The following list embraces the names of the woods, of which specimens were sent home from Paraguay. Among them are some of very beautiful color and fine grain.

Lapacho,	Esencia,
Palo de Rosa,	Timboyta,
Morosimo,	Curupayna—3 kinds,
Mataojo,	Curupay,
Aya,	Yrapipe,
Urunday,	Palo Blanco,
Algarroba,	Arihan,
Guayaya,	Guayacan,
Laurel Negra,	Espina de Corona,

Laurel Amarillo,
 Tatara,
 Quebracho Colorado,
 Quebracho Blanco.

Palo Santo, (*Lignum Vitæ*)
 Palma,
 Namguapere,

In extending the exploration into the provinces of Corrientes and Entre Rios—those two riverine States of the Argentine Confederation lying east of the Parana—every facility was offered by the enlightened governor of Corrientes, and by the authorities of every district of the two provinces into which we entered. Politeness and hospitality marked the conduct of the people of the country throughout.

Cultivation is on a limited scale. Grazing of cattle and horses is the principal source of profit to the “estanciero,” while “jerked beef,” hides and tallow, constitute the chief articles of export trade. Quantities of the hard woods are sawed and shipped from Corrientes, where there were being erected steam saw-mills at the time of this exploration.

The northern part of the province of Corrientes is not adapted to cultivation, but suited to grazing. It is but little above the level of the river, and intersected in parts by small lagoons, which, forming a continuous chain, linked together by narrow creeks, present quite a picturesque appearance. In the northwest part of the province is the mysterious lake of “Ibira,” around which tradition has thrown a veil of religious awe, preventing all intrusion upon its stillness by the surrounding people. The islands with which it is studded are said by some to have been resorted to by the Jesuit fathers for the performance of some religious ceremony, and by others, as the depositories of treasure, in which excursions none were permitted to participate but the fathers themselves. The real obstacle to a better knowledge of the lake and its islands arises, doubtless, from the difficulty of penetrating the extensive fields of grass which skirt the margin. It is the headwaters of many small rivers, the principal of which are the Corrientes, emptying into the Parana, and the Miriñay into the Uruguay; both susceptible of navigation at certain seasons of the year. Of the two the Corrientes is the more important, not only because of its coursing through that portion of the province best suited to both agriculture and grazing, but because it empties into a river navigable at all times from their confluence to “La Plata.”

The province of Entre Rios, joined to Corrientes on its south, though limited in extent, is more largely engaged in the rearing of cattle, horses, and mules, than any other of the confederation. Its soil is fertile, and the best evidence of the excellence of its grass is to be seen in the superiority of its horses, cattle and sheep. The stranger is forcibly struck with the absence of all cultivation; for nature seems to have done all that man could require. Here, the pioneer in agriculture has not to encounter the task of clearing his land of huge and lofty trees, as with us; he has simply to turn up the virgin soil to the sun, plant his seed, and, with the smallest amount of labor, reap an abundant harvest. The cultivation of wheat in this province, though on a limited scale, has tested successfully the capability of both soil and climate. The channels of communication possessed by these two provinces for the transportation of produce

to market are unequalled. The two united, form the figure of a parallelogram—almost entirely surrounded by the Parana and Uruguay—and from their interior flow navigable streams, affording the means of communication at almost all points. Blessed by nature, as these countries are, there are wanting what alone can develop their resources—laboring hands, an agricultural population. Those now in power, whose efforts are for the advancement of their common country, are fully alive to this fact, and the most effective measures have been taken to induce the immigration of this class of people. Under the guaranty of stability of government, which it now seems to be the determination of the States to maintain, the flood tide of immigration will set stronger and stronger, as it has already begun, until the demands of the country are satisfied.

Suppose the resources of this confederation alone fully developed, who can calculate, at this time, the product that would arise from them? And, what is worthy of serious thought and high consideration, who can estimate the future importance of the commerce which this development would create?

The river Uruguay, which bounds Entre Rios and Corrientes on the east, and separates those two provinces from the Banda Oriental and Brazil, is navigable at all times for the distance of 250 miles, up to the "Salto Grande." Here there is a ledge of rocks stretching across the river, and from its extending up the stream has more the character of rapids than of a fall. For a very short time in the year, during the month of October, the river rises to the height of from fifteen to twenty feet, forming over the fall a rapid current, but of sufficient depth to allow of its ascent, under an extraordinary steam pressure. Beyond the "Salto," the river again becomes navigable for small vessels of five feet to the distance of 100 to 200 miles. This "Salto" is, nevertheless, a barrier to the navigation of the river above, the period of high water being of so short duration. When the population of the country above shall have increased, and have felt the want of water transportation, they will see the propriety and practicability of ascending and descending this Salto by means of locks.

The scenery on this river, especially on the left bank—the Banda Oriental—far surpasses that of either the Parana or Paraguay. At the distance of 100 miles above its mouth, the scenery on the right bank, Entre Rios, changes from the flat wooded to the undulating grassy, with skirts of wood here and there fringing its margin. But the left bank, the Banda Oriental, is beautiful throughout. The land is higher above the river, more rolling, with wooded ridges and grassy hill-sides, gently descending into meadows of surpassing verdure. And yet this beautiful, fertile country, exclusive of its principal town, Monte Video, of 80,000 inhabitants, presents the sad spectacle of a waste. Civil wars have desolated the land, and even the city itself has become a battle field. There remains no longer in the country the inducement to revolution, viz: cattle; but in the city there still remains the custom-house, with its rich store of bonded goods, for the protection of which often has it become necessary for foreign men-of-war to interpose.

The resources of the Banda Oriental, notwithstanding its having a

market of its own, are as little developed as the most remote northwest provinces of the Argentine Confederation; and this is because men are not willing to work when they have no guaranty of security for the products of their labor. With the security of peace, this State would soon assume a very different aspect.

The progress of the expedition having been thus far imperfectly sketched through the rivers Parana, Paraguay, Uruguay, and to a short extent into such of their tributaries as were open to it, extending also through those States and provinces east of the rivers, it remains to describe its operations in the connecting of those with the river "La Plata;" in the exploration of the river "Salado;" and in examination of parts of the provinces of Santa Fé, Cordova, Santiago del Estero, Tucuman, and Salta, whose future interests are immediately involved in the navigation of the Salado. The importance of this river to the western and northwestern provinces of the confederation—assuming its navigability established—would occur forcibly even to the most casual observer, who should cast an eye over the map purporting to lay down its course. The circumstances under which the exploration of the Salado was attempted were altogether discouraging. We were told by those who were supposed to be the best informed, that we might possibly ascend about forty-five miles; by some that it was no river; and by others, that it took its rise in some of the numerous lakes commonly found in that region of country; from which may be gathered some idea as to the extent of information obtainable, on this and similar subjects, during the prosecution of the work.

To Lieutenant Jeffers, assisted by Lieutenant Henry, the charge of the *Water Witch* was committed, with instructions to connect the work of "La Plata" with its tributaries, by a detailed and minute survey. This work, thoroughly executed, resulted in the discovery, as has already been stated, of a new channel connecting "La Plata" with the "Uruguay" and "Parana," and passing east of the island "Martin Garcia." It deprives this island of its commanding military position, and gives to the Banda Oriental concurrent jurisdiction with the state of Buenos Ayres over the entrance to the tributaries of "La Plata," a right exclusively claimed heretofore by the latter.

While thus employed, the *Water Witch* performed most important services in rescuing the Spanish man-of-war schooner "Cartagenera" from a position in which she must inevitably have become a wreck had not such timely aid been rendered.

Having chartered a small steamer of ninety feet length, twenty-six inches draught, we entered the Salado with the following officers:

Thomas J. Page, lieutenant commanding.

William H. Murdaugh, lieutenant and acting master.

William L. Powell, lieutenant and acting master.

Robert Carter, assistant surgeon.

T. B. C. Stump, assistant engineer,
and a crew of twenty-two men.

The country through which we were about to pass was in the undisturbed possession of tribes of Indians, known to be very savage. It became necessary, therefore, to be prepared to make a defence against their attacks.

This river takes its rise in the western Cordilleras of the province of Salta, and after a very tortuous course, under the general direction of southeast, empties into the Parana at the town of Santa Fé, and offers to the still further western provinces, "Catamarca" and "Rioja," the most direct and cheapest channel of communication. Its ascent was begun at the season of low water, in July and August; notwithstanding which the river was in its lower part unusually full, but falling. After reaching the distance of three hundred and sixty miles from its mouth, it was apparent that in this part of the river the water had fallen from twelve to fifteen feet, and was still falling slowly. I continued on, until finding but two and a half feet water determined to return and proceed by land to the upper waters; thence to descend the river, if it were possible to procure or construct the means of so doing. In our progress with the steamer, we had ascended the river but a short distance when we reached what may be called the frontier military post of Santa Fé, although far within her limits, located here as a check against the further encroachments of the Indians upon the estancias in the immediate vicinity of the town of Santa Fé.

The flat lands immediately adjacent the river extend from one to about five miles in width, forming a "river bottom," well wooded and densely covered with grass; from which the more elevated land, skirted with timber of superior quality, rises gradually to a level with the surrounding *pampa*. The growth on the river bottom and immediately on the banks is of excellent quality as fuel for steamers, and may be had in great abundance. In its green state we experienced no difficulty in keeping up the requisite quantity of steam.

The character of the country is very much the same as that throughout the "Gran Chaco," an alluvial formation, with the deposits for ages of decayed vegetation, reproducing from year to year the most luxuriant growth of grass.

One cannot pass along this river without giving utterance to the regret that such beautiful localities should be unoccupied by the hospitable dwelling, or that Nature's bountiful bestowal should remain a blank, a wilderness, as little appreciated by the savage man of the *pampa* as by the wild beast of the forest.

We had progressed several hundred miles beyond any habitation, and entered some distance into the country possessed by the Indians, but encountered none of them. A herd of wild horses was seen, containing more than one hundred. The country in the vicinity abounds in animals, such as the tiger, deer, and wild goat; the lagoons in ducks, geese, and swans; and the river in fish of great variety.

Specimens of these were secured whensoever it was possible to do so.

Having ascended as far as was practicable with the steamer at that season, as has been stated, I returned to Santa Fé, despatched Mr. Powell in charge of her, to survey the "Paranacito" and "Pabon," branches of the Parana, and proceeded by land, accompanied by Mr. Murdaugh and one of our most trusty sailors, to the upper waters of the Salado.

In facilitating our movements, Señor Cullen, governor of Santa Fé, promptly put at our service all the requisite means at his disposal.

As we were about to pass into the province and town of Cordova, by a route very little frequented because of the Indians, the governor proffered us the protection of a military escort. The insecurity in travelling on this route made such precaution absolu'ely necessary. It was, therefore, thankfully received.

Our road through Cordova was not the most direct route to Santiago, the point aimed at, from which we were again to enter the Salado; but the only route along which the means of travel could be procured, after leaving the province of Santa Fé.

To give an idea of the endurance of the horses of the Argentine Confederation, I should state, that for five days consecutively I rode, between "sunrise and sunset," the distance of one hundred and five miles, changing horses at the "postas," distant one from the other, from twelve to twenty-four miles. On one occasion, Mr. Murdaugh and myself, accompanied by our escort, rode one hundred and twenty miles in twenty hours, not changing horses; and on the same horses continued travelling during the two succeeding days; resting and feeding the horses on the natural grass of the pampa during each night. The horses during the time of travelling were never permitted to drink.

Arrived at Santiago, after a journey of six hundred miles, we were most kindly received by the governor, Don Manuel Taboada, and became the guests of his house. His hospitality and kindness, as well as the very polite attention of his whole family and friends, deserve our most grateful thanks. Having learned the object of our visit, he desired not only to furnish a boat manned, and associate with us his brother, but also to accompany us himself by land, with an escort of eighty soldiers, as a protection against the Indians, who were known to be at different points of the river in considerable numbers. All was soon made ready; the boat was transported by oxen, a distance of forty miles to the point at which we wished to enter the river, and launched upon the waters of the Salado, under the national flag of the confederation, presenting a scene as interesting as novel to the surrounding spectators.

Don Antonio Taboada accompanied us in the boat. His good company, perseverance and zeal to carry out our plans tended in no small degree to their success.

While descending in this boat, and before leaving the inhabited part of the river—for it must be remembered that the part unknown and in the possession of the Indians is about 400 miles intermediate with the settlements of Santa Fé and those of Santiago—some of the people on the river side, through fear or ignorance of what our boat might be, freighted with human beings, would make a most precipitate flight into the woods, imagining it some demon garb assumed by their ever persecuting enemy, the Indians. A detailed account of the exploration, accompanied by the various incidents to which it gave rise, however interesting it might be, would protract this report beyond its prescribed limits.

The descent of the river was continued with difficulty, at times, arising from overhanging trees, and those fallen from the banks; and having proceeded for many days, occasionally encountering obstacles of this kind, I found that the delay in our progress was unnecessarily

great, inasmuch as the character of the river was fully comprehended, and its obstructions clearly understood, I therefore determined to proceed by land, with the party attending us; seeing that, from the nature of the country, a sufficiently thorough examination of the river could be made in that way. The country presented one uninterrupted plain, with this river meandering through it, its course, width and depth having the uniformity of an artificial canal, marked out by the growth of the woods skirting its banks, and sufficiently open at every point to admit of approach and of travel along its margin.

More than two months had elapsed since the ascent of the lower part of the river in the small steamer; and already, by the early setting in of the rainy season in the province of Santiago, had the river become swollen to such an extent that at no point from whence we abandoned the boat was there found less than 6 feet water; showing that the low state of the river throughout the distance of 700 miles from its mouth continued not longer than two months of that year, 1855. In this whole extent, from Santa Fé to a point, "Sandia Paso," 33 miles below "Bracho," the eastern frontier post of Santiago, there are no obstacles to safe navigation, even at this time, save here and there a fallen tree, at intervals of great distances, which could be removed by an ordinary boat's crew. At Bracho, the river becomes merged in a lake covered with a growth of flag, which, at the low state of the river only, would present a formidable obstacle to navigation, as it is at this time, but which could be easily removed.

These obstacles will doubtless be removed by the general government. In the province of Santiago alone, where they exist, the enthusiasm of the people is so great that with the ordinary ration, and a daily allowance of tobacco and maté, the work could be accomplished in one season, and the navigation made uninterrupted for six hundred miles by the shortest land route from Santa Fé. Throughout the whole extent there is not an obstruction which may not be removed by manual labor, without the cost of machinery, or calling into requisition the science of engineering. There are neither rocks nor shoals.

Having become satisfied of the practicability of rendering the Salado navigable during the season of high water, from Santa Fé to the distance of nine hundred miles by the river—six hundred by the route now travelled and four hundred in a right line, up to within a short distance of the point at which our boat was launched—the exploration was extended through the provinces Tucuman and Salta, up to the capitol of the latter, under the same name, by one route, and on our return by another; Mr. Murdaugh coursing along the river, descending it from a point called Mira Flores to that at which we entered the river in the boat, whilst I pursued another route. The result of his examination of this part of the river may be given in the words of the journal:

"There would be some difficulty in the navigation from Mira Flores to San Miguel, because of the rapidity of the current arising from the fall in the level of the land. It is also interrupted in that part by sand banks. From San Miguel the river becomes confined within high banks, well wooded, level country, but little current,

width greater than below, perfectly clear of obstructions, well inhabited, country beautiful, but little cultivation—some wheat.”

He speaks in pleasing terms of the hospitality extended him by the inhabitants of the country. Although so far removed from the usually travelled route, they had heard of the success attending the exploration of this river; that of a truth it mingled its waters with those of the Parana, and contributed to swell La Plata; a truth which filled them with the most lively anticipations of the future.

This additional distance extends the navigation of the Salado to about 150 miles, by land, above the point at which the boat was launched; thereby giving to Tucuman and Salta the benefits of river transportation for their merchandise and produce. In these benefits the more western provinces, Catamarca and Rioja, will also participate, although not so directly.

Their mines, by this mode of transportation, will no longer remain valueless; they will contribute their share—amidst the developed resources of the country—to swell the bulk of exportation in products for which, at this time, and under the existing state of things, there are no means of transportation.

In claiming for this expedition the discovery of the navigability of the Salado, I am well aware that there has been a tradition that the Salado was navigable up to Matara. The absence of all confidence in this idea, however, was so prevalent—I may say universal—that it was at no time followed up so as to establish its truth. On the contrary, when the attempt was first made to test it the reports which reached us were very discouraging.

While descending the Salado we encountered hostile Indians at two different points. They were attacked by our escort, and, considering the odds so much in our favor, they defended themselves most gallantly, and at times, after their usual mode of fighting, would make a dash with considerable effect. They were mounted and armed with the lance. Their expertness with this weapon, and their management of the horse, are scarcely equalled by the “Gaicho,” their civilized enemy. There were recovered from them two or three hundred head of cattle and as many horses, which they had stolen but a few days previously from the “estancias” and poor people living along the Salado.

The privation and exposure we experienced throughout this exploration, not only of the Salado, but of the country somewhat in the interior of the provinces, were calculated to try our physical endurance, and test our zeal and energies even in a cause of such deep interest and importance. We nevertheless found ourselves relieved from the fatigues of the day, after a night spent upon the soft grass of the *pampa*, with the canopy of heaven our vaulted roof. The rain would descend with tropical force, but our India-rubber ponchos seldom failed to secure us refreshing sleep. The dawn would find us, though wet, prepared for the toils of the day. The life was one of health and vigor. Never were our physical energies more nerved to meet and overcome toil and privation. Weeks and months thus passed away; and had the time been doubled, and the exposure greater, so

happy a termination of our labors would have amply compensated for all such endurance.

The exposure incident to works of this character is calculated, generally, to give a correct idea of the health or sickness of the country in which they are prosecuted. And such was the unusual absence of sickness among both officers and crew of the *Water Witch*, notwithstanding the exposure to which we were subjected, that we are constrained to pronounce Paraguay and those provinces of the Argentine Confederation which constituted the field of our operations, the healthiest region we have ever visited. Its proximity to the tropics, and physical character, judging from analogy, might, on a superficial knowledge of it, convey a very different idea.

In giving this as an opinion, we do not judge solely from the effects of the climate on our exploring party, but from facts indisputable. In Paraguay there is no practicing physician. Nature provides a "remedio" for every disease in the medical plants which are to be found throughout the country; and few there are who do not know the peculiar virtue of each one. Among the botanical specimens, collected in Paraguay alone, there are sixty-six varieties of medicinal plants, and yet the collection is incomplete in this branch. It is not an uncommon occurrence to meet with aged persons who will say they have never been sick. In the province of Santiago del Estero there is no professional physician. One will often hear the remark, "there has never occurred in Santiago a case of intermittent fever;" and so far as our experience goes, it tends to verify the statement. It was in this province that we tested our own powers of physical endurance, and at the same time the health of the climate, by the exposure to which we were subjected both by day and night. During the greater portion of the year the country people sleep in the open air, never "in doors" unless driven in by rain.

This condition of climate prevails, although in a less degree, throughout the confederation, and notwithstanding the limited demand for medical services, it is by no means supplied in the cities of Cordova, Tucuman, &c., where the practitioner would have his surgical skill as often called into requisition as his practice of medicine, and where the people, entertaining a just appreciation of such services, are punctual and liberal in rewarding them.

Before leaving this imperfect sketch of our work in this region of country, I should not only do violence to our feelings, but injustice to others, were I not to make a formal acknowledgement of our high appreciation of the hospitality and kindness extended to us, not only by persons of the highest official position, as governors of the provinces of Santa Fé, Santiago, Tucuman, and Salta, but by gentlemen and families in their private circles, whose attentions will ever be recalled with emotions of the most pleasing character.

The following extracts from the government papers will, in part, show the enthusiasm felt in some sections of the confederation on the subject of the navigation of the Salado, and in truth they may be looked upon as expressing the feelings of the whole country.

[Translated from the "Argentino Independiente" of Tucuman, of October 3, 1855.]

"We have among us two distinguished guests, Captain Page and Lieutenant Murdaugh of the North American navy. We hasten to salute and welcome these gentlemen, for whom Tucuman entertains the most lively sympathies; it being well known that these gentlemen, with a degree of intelligence, energy and perseverance beyond all praise, are engaged in the exploration of our interior rivers. This enterprise could not have been entrusted to a more suitable person than Captain Page. It appears that no difficulties can deter him from accomplishing his undertakings. He has already achieved the triumph and glory of being the first who has penetrated and subjugated by steam our deserts. We hope that powerful agent of modern civilization will soon directly influence the advancement and civilization of this republic.

"The government, duly appreciating the important services which these distinguished officers of the American navy confer on the country, and regarding the recommendations from the national government, has in honor of these gentlemen given a splendid banquet, at which were assembled our most distinguished citizens," &c., &c.

[From the "Argentino Independiente" of November 10, 1855.]

"According to the information concerning the 'Rio Salado' which has been given to us, in various extracts of letters forwarded for publication by the minister of government, Don José Posse, we can say that the navigability of the Salado is now an established fact. We are lost in wonder and admiration when we consider this achievement, and the revolution socially and commercially it is destined to work out in the condition of these provinces. The rich and varied products of Tucuman will no longer be confined within her own borders, but will be transported, by means of the Salado, to seek a market in other provinces of the confederation, or in some foreign land," &c., &c.

[From the "Comercio de Salta."]

"We announce, with pleasure, the arrival in this capital of Captain Page and Lieutenant Murdaugh, of the United States navy.

"It would be unnatural in a Tucumano not to entertain towards these gentlemen the warmest sympathies. The service they have rendered to the country in revealing to us the existence of a navigable river in that region which, until recently, we regarded only as a desert, to be feared because of its savage tribes, is inappreciable. Our mind, pre-occupied with the political events which, during forty years, have rent our bosom, appears not to comprehend, even now, the importance of this species of conquest. There remains no doubt that the Salado is navigable up to within the province of Salta.

"The illustrious North American government, to which we are beholden for this discovery, can always rely on the gratitude of loyal 'Argentinos;' and Captain Page and Lieutenant Murdaugh, explorers on the part of that government, leave with us remembrances that will immortalize their names. To the perseverance and energy of

these intelligent naval officers are due, in an eminent degree, the advantages which the western and northwestern provinces of the confederation are about to realize from the navigation of the Salado," &c., &c.

These extracts are sufficient to show the appreciation of our labors in the Argentine Confederation.

The collections in natural history made by the officers alone, under discouraging circumstances, will, I hope, be found worthy of presentation to the scientific world. The officers generally, as is stated, aided in the collection; but the services of Dr. Carter, in this branch of our work, contributed most materially to its success. In devoting a few words to this collection, I will use the language of one of our most distinguished naturalists, as expressed in a note to me.

"The collections in natural history, obtained by the Water Witch, are very comprehensive in character, embracing specimens of quadrupeds, birds, reptiles, fishes, insects, crustacea, shells, minerals, plants, living and dead, with seeds and sections of wood, fossil remains of fishes, &c. The aggregate is one of great magnitude, and may safely be said to constitute, by far, the largest collection ever made in South America by an American expedition. Notwithstanding the difficulties of preservation consequent upon the hot, moist climate, the specimens brought home are all in the finest possible condition. The collection is especially rich in the larger birds of Paraguay; in the hawks, eagles, ducks, geese, macaws, curassous, &c., several of which are believed to be new to science, and few of them previously brought to the United States.

"Some interesting quadrupeds were also procured, as the jagua, the nutria, so well known in the fur trade, the capybara, the armadillo, various species of deer, monkeys, &c. Specimens of the two first mentioned animals were brought home alive, and sent to the government Asylum for the Insane. The collections of reptiles and fishes of the region explored are believed to be much more complete than those of any previous expedition."

They embrace specimens of nearly all the various serpents of Paraguay. Among them are some formidable species of the families of the rattlesnake and copperhead.

"The fishes are in very great variety, and will illustrate the formidable and rapacious character of all the inhabitants of the fresh waters of South America, in being universally provided with sharp cutting teeth. A considerable proportion of all these are believed to be undescribed, as also of the invertebratae."

I regret to say that several of the living animals previously sent home from Paraguay, as the tapir, capybara, coatimundi, with two or three birds, either died on the way, or after their arrival in the United States. It was found almost impossible to preserve, in a proper condition, dried plants, although a large number was collected; also, seeds, and some living plants, some of which are now growing. Particular attention was paid to those of special interest.

The large collection of woods of Paraguay, in sections, will be found not without interest.

In concluding this synopsis of the report, which, with the permis-

sion of the department, I hope to make more in detail at as early a period as possible, I will state, in a few words, the extent of survey and exploration accomplished by the expedition in the tributaries of La Plata, and in the countries adjacent, or immediately interested in their navigation.

The survey embraced an extent of river course of 3,600 miles, and of actual exploration, or travel by land, of 4,400 miles. These waters are open to the American flag and their territory to American enterprise.

He who established, at the downfall of Rosas, that free and independent government, the Argentine Confederation, based upon principles identical with those of our own Constitution, has unsealed the mouths of these rivers, opened them to commerce, and holds out inducements to immigration on terms of the most enlightened and liberal character.

The progress made in those countries, even during the short period of the operations of this expedition—the constitutional government having been established in 1853—was too manifest to escape the most uninterested observer; an advance towards good government, a progress intellectually and morally, in three years, far exceeding what had been accomplished during three hundred years previously; demonstrating practically the wonderful blessings of peace and good government over civil wars and despotism.

No portion of South America has so largely occupied the attention of European statesmen, within the last twenty years, as the states of La Plata; and my opinion of the immense resources of this country are more than sustained by those of some of the most eminent men of Europe.

With the navigability of her great interior water courses once established, La Plata will have received the development of centuries, and we may safely anticipate the tide of immigration which will set into those countries; and without being visionary, we foresee a future development, which in the history of the world will only be surpassed by the growth of the United States of North America. In offering to immigration and to trade, the temptations of a country, even richer in all natural, mineral, pastoral and agricultural resources than the great basins of the Orinoco and Amazon, she offers a climate genial and unrivalled for its salubrity; and a population sufficiently large, and advanced in civility, to form, at once, the basis of extensive commercial operations.

Brossard, a French diplomatist, in a recent work upon La Plata, says, in writing on the immigration from France into that country: "In 1838 the number of French registered at the French consulate at Montevideo amounted to five thousand, at the end of 1842 it had increased to nine thousand; but it must be remembered that this register embraced only adults, and the best authorities compute the whole number, inclusive of women and children, at not less than fifteen thousand. During the first months of the year 1841 there arrived at Montevideo more than thirty-five hundred persons from the Basque provinces, and it is estimated that not less than 28,245 European immigrants arrived from 1838 to the close of 1841."

It must be remembered that this tide of immigration flowed in when these countries were distracted by civil wars and revolutions, which have given place to more settled governments and commercial treaties with the United States and some of the great powers of Europe; treaties which have opened to the world countries less known than Japan, and offering a much more extended and varied field for commercial enterprise. Some of these countries have, by recent acts—by donations of land, &c.—offered great inducements to immigration; indeed, they have entered into arrangements with agents to promote the transportation of immigrants upon the most favorable terms.

We can only imagine what they may become when the results of our explorations are made known.

We, as before stated, have ascertained and established the navigability of the river Salado to the distance of 800 miles—never before passed over by the white man—and have, for the first time, exhibited upon the waters the great lever of modern civilization—steam. It waters a country unrivalled in the beauty of its scenery, the salubrity of its climate, and the riches of its natural resources; and brings into communication with the Atlantic some of the richest and most populous provinces—Santiago del Estero, Tucuman, Salta, Jujui, &c.—whose products have heretofore been conveyed to the port of Rosario by ox wagons, occupying a period of ten months to go and return, but which can now by boats reach the same port in 15 days, and a return cargo of merchandise be made in 25.

Even the Indians, who have heretofore made hostile descents upon the few settlements along its banks, might be made, by kind and judicious treatment, powerful agents in developing the agricultural resources of the country.

On some of the "estancias" of the Argentine Confederation this experiment has been made with success.

Our explorations upon the Paraguay have extended seven hundred miles beyond any previous navigation, and our labors have been made the "subject" of a highly complimentary notice before the royal geographical society, by Lord Ellesmere and Sir Charles Lyell.

A part of the ancient empire of the Incas—the state of Bolivia—has vital interest in the results of this exploration. Possessing but one indifferent port on the Pacific, and this separated by the Cordilleras of the Andes and the desert of Atacama, eighty miles wide, from the interior, it is only by her rivers communicating with the Paraguay that the wealth of her mines and the fruits of her forests, teeming with many of the products of the Indies, can be brought into the trade of the Atlantic.

From being one of the best populated, as well as the richest, of the South American States, a field is at once opened for the manufactures of Europe and the United States. At simply a nominal expense, when we look to the vastness of the interest involved, might she effect this outlet into the Paraguay, through the river Otuquis, now obstructed by a dense growth of grass. This outlet is practicable; and when civil wars shall have ceased to distract the nation, Bolivia

will find, in the improvement of the navigation of this river into Bahia Negra, an enterprise worthy of her whole energies; for, by its accomplishment, she forms a channel of communication with the Paraguay, practicable at all seasons of the year.

Paraguay promises a lucrative commerce to any people that may become engaged in it—producing tobacco of a very superior quality, hides, yerba, cotton, medicinal plants, dye stuffs, and a large quantity of woods for ship building and ornamental purposes; but above all, so superior is the quality of her tobacco, to which both climate and soil seem peculiarly adapted, that it would become an article of extensive trade. She would seek eagerly, in return, salt and manufactured goods.

In ascending the Paraguay two thousand miles from the Atlantic, in an ocean steamer, a man-of-war, we have reached the frontiers of some of the richest provinces of Brazil—provinces whose products had before no outlets but the port of Rio Janeiro—a port reached by a laborious, dangerous and costly land travel, over mountain paths, inaccessible but to the sure-footed mule.

Brossard says that those who regard the future development of these countries as chimerical, must only glance at the prosperity of the United States of North America, which, fifty years past, were more thinly populated, and possessed a climate less genial and salubrious, and a soil less rich in its varied products.

It may seem a strange assertion, and yet it is true, that the history and resources of La Plata are better known to Europeans than to the inhabitants of the United States; and the statesmen of the leading powers of Europe have for many years made this portion of South America an object of active interest. Europe has been represented there by her ablest diplomatists—Walewski, Lord Howden, Baron Gros, Mr. Gore, Sir Charles Hotham, M. St. George, &c., have successively, for the last ten years, represented their governments there.

Even Austria, though not a maritime power, was the first European government to acknowledge the independence of Paraguay. Proverbially sagacious and far seeing as her statesmen are known to be, they have doubtless discovered, in La Plata, a healthful outlet for the disaffected population of the Lombardo-Venetian states.

M. Guizot comprehended equally the importance of opening the countries of this great basin to European enterprise. In a despatch to M. de Saint Aulaire, then the French ambassador at London, he says, in writing of the intervention of France and England in the affairs of La Plata, "We must ask, as an accessory consequence of our intervention, the application of the principles established by the congress of Vienna for the free navigation of rivers," in relation to those, which, flowing from the frontiers of Brazil and Paraguay, throw themselves into the Atlantic.

M. Thiers, in a speech before the legislative assembly of France, delivered January 6, 1850, says of the commerce and brilliant future of La Plata: "Your trade with the two Americas is enormous; larger than with any other region of the globe. It represents nearly five hundred millions, of which North America absorbs the greater

part. Of these five hundred millions, North America receives three hundred and fifty; South America one hundred and fifty, which is not quite a third; but you deceive yourselves strangely if you appreciate this hundred and fifty millions of commerce only by the cypher by which it is represented. The trade of North America, which apparently presents such great advantages, and which you guard with such solicitude, has two great drawbacks: first, it is exposed to the tariff, which the manufacturing classes (*parti industriel*) demand. * Secondly, they have the advantage of you in navigation. * * *

“Now let us look at South America: you there trade with nations whose growth surpasses even that of North America. The census of North America represents the population as doubling itself nearly in twenty years. I can prove to you that there are States in South America where the population has tripled in twelve years.

“The trade of Brazil has advanced in ten years from a little less than thirty to sixty millions; the trade of La Plata has advanced, in twelve years, from between four and five millions to forty millions.

“You may judge from this of the progress of trade in those countries.

“Again, I am profoundly convinced that without this war, which your energy can alone terminate, the trade of South America—and I speak without exaggeration—will reach to two hundred millions.

“Again, you encounter there no manufacturing party, (*parti industriel*.) She cannot menace you for a long period with the industrial rivalry which now threatens you in the United States. The people of South America are at best an agricultural people; and lastly, you have the certainty that your flag will there develop itself immensely; and there is only that region for its development, (*et il n'y a plus que cette region pour le developper.*”

In a memorial addressed to the King of Prussia, advocating the establishment of a line of steamers with South America, the views of Thiers, for France, are applied to Germany. The writers say: “Brazil will never become a manufacturing country, and the products of Germany will there, *in all time, or forever*, find an assured outlet or market. After Brazil, the states of the Rio de la Plata merit the greatest attention among the countries of South America, and an extended commerce with Brazil will secure to Germany relations with these states. The vast territories which form the basin of the Parana, the Paraguay and the Uruguay, and their tributaries, contain the elements of a prosperity and wealth the most varied. What a future do these countries not offer?”

Will not the United States enter her claim for some portion of the much coveted trade with these countries, forming a part of our own hemisphere?

While benefitting by our recent explorations and surveys of the tributaries of La Plata neighboring and weaker republics—thus developing their resources we have opened for ourselves a vast field for trade in all the products of temperate and tropical zones; and these, with the hidden wealth of the frozen regions of the Andes, will find a rapid and safe river transit to the Atlantic. Protected by the flags of the great maritime powers, this excess of wealth will be poured into the lap of nations. We can apply to ourselves with equal force

the arguments of Thiers and the German memorialists. We are not menaced by the rivalry of a manufacturing people, and our flag may find a field of extensive development. If the government of the United States be true to its own interest, if it desire to cherish and maintain a feeling of national friendship with those countries, to the developement of whose resources I sanguinely hope our work may offer no mean contribution; if it desire to secure the benefits to our country likely to arise from a commerce destined to be of inestimable value, it must step in while "the waters are troubled;" it must move ere alliances are made elsewhere.

The most flattering compliment has been paid this government by the people of the Argentine confederation, through their representatives, that could possibly be bestowed by one nation upon another. They have adopted our Constitution as theirs, in every particular, save in some few, where it would have been totally inoperative. They point to our progress as an example to their own people; they copy and circulate the writings of our statesmen; they desire to imitate us, so far as it may be possible, and to this end they look for a continuance of peace. These countries are worthy of our highest consideration; and if, in our diplomatic relations, we are not ably represented, then we are not fairly represented; and we do injustice to ourselves. Of their character, their resources, &c., there is but little known; and should this synopsis of our work have the effect of calling the attention of the commercial community to those regions embraced under the general name of "La Plata," the object of the expedition will have been attained; even the most sanguine anticipations will have been more than realized.

I trust, also, that our labors in the field of natural history will not be found to have been in vain. The collections in the different branches of natural history, which have been examined only cursorily by eminent naturalists, give evidence of their constituting a valuable contribution to that science. In support of this idea, I append the following letters,* showing the importance attached to those branches which have undergone simply a preliminary examination.

PHILADELPHIA, *November 11, 1856.*

SIR: The collection of birds made during the survey and exploration of the Rio Parana, by the United States steamer *Water Witch*, under your command, has been received for examination at the Academy of Natural Sciences of this city.

This collection is one of the most interesting ever made in South America, on account of the countries in which it was obtained being so seldom visited by travellers or naturalists, and my impression is that it contains numerous birds never before known, and certainly not in any museum or collection in this country.

* These letters, it will be seen, were received and inserted some time after the report had been submitted to the department.

I hope to have, at an early day, the honor of reporting to you, sir, the results of a more extended and careful examination, especially of the many remarkable birds in this collection.

The volumes relating to natural history have, within a few years, been completed by two European expeditions to South America. The more important is the voyage of her Majesty's ship *Beagle*, performed by order of the British government. The other is D'Orbigny's voyage to South America, performed under the auspices of the government of France. In both of these, the natural history is very carefully published. Your collections are certainly not inferior to those of either of these expeditions, and judging from the notes of officers, which I have seen, my opinion is that an American contribution to the natural history of South America can be made very much superior to both.

So long as the condition or progress of the arts and sciences properly characterize nations, the publication of the results in natural history of your expedition must be regarded not only as important to zoological science, but even in a national aspect.

I am, sir, very respectfully,

JOHN CASSIN.

Captain PAGE, *United States navy.*

WASHINGTON, D. C.,
November 25, 1856.

DEAR SIR: The preliminary survey which I have made of the fishes and reptiles collected by you in Paraguay fully anticipates the expectation we might have entertained in that respect, while you were yet in the field.

Of the fishes, two families are especially well represented—the *siluroid* and the *characini*. The first embracing fishes akin to the catfish of our fresh waters, and the sea-cat of our coast. It is especially numerous in South America, where its various types assume most diversified aspects. The second is almost exclusively proper to the southern hemisphere, since its northernmost representative is an inhabitant of the waters of the valley of the Rio Grande del Norte, (Rio Bravo,) and southwest portion of Texas.

I perceive already several species, entirely new to science, and I am satisfied that, on a more critical examination of the whole collection, many more will turn out to be so. But the accession of new species is not the sole point of interest in the collection we owe to your exertions. Its study will touch to other problems as yet but little understood. And first and foremost is the problem of the natural affinities of these fishes with the types, now extinct, and which have peopled the waters of geological eras in times gone by. Next comes the problem of the zoological affinities with the ichthyic fauna now living upon the present surface of the earth.

I could already point out to you some of the results, cursorily obtained, were I not reluctant to write fragments of a history which will

make the subject of a general report to you, so soon as Congress shall have decided upon its publication.

I have a few words to say about the reptiles. There are but few saurians or lizards in the collection; some of them I have had an opportunity to examine from other sources.

The ophidians, or snakes, are well represented, several are mocassin-like; the others belong to the inoffensive colubridæ, both of land and water habits.

I see no frogs. A series of tree-frogs and tree-toads, however, make me think that many interesting results will be obtained from their investigation.

The same is true with regard to the toads, properly so called, of which there are several kinds. Their history will fill up a gap in the natural history of South America, and complete the results I have obtained a few years since while examining other collections.

I remain sincerely yours,

C. GIRARD.

Captain T. J. PAGE, *United States navy.*

PHILADELPHIA, *December 1, 1856.*

DEAR SIR: I have seen and cursorily examined a portion of the specimens in natural history which have been brought from the interior of South America; the acquisitions of the expedition for exploration recently under your command, and am impressed with the importance to science and the industrial arts of all the information acquired by you. There can be no hesitation in declaring that you should be enabled, by an appropriation on the part of government, to make known the result of your labors, and thus secure, for the benefit of mankind, what has been deemed of sufficient consequence to authorize a special commission to obtain. With the hope that you will speedily be enabled to proceed with the work of publication, I am, very truly, your obedient servant,

C. CARSON,

Prof. Materia Medica, &c., University of Pennsylvania.

Captain PAGE,

United States navy, Washington.

With the hope that the facts herein set forth, which have been hurriedly thrown together from my journal, may be enlarged upon at a subsequent but not distant day, and added to by the introduction of matter more interesting to the general reader, they are respectfully submitted.

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

TH. J. PAGE, *Commander.*

Hon. J. C. DOBBIN,

Secretary of the Navy.

C.

U. S. STEAMER "ARCTIC,"

New York, October 14, 1856.

SIR: Having returned with the "Arctic" after the execution of your orders of July 1st, directing a survey across the Atlantic ocean between St. John's, Newfoundland, and the coast of Ireland, for the purpose of ascertaining, if possible, the practicability of laying a telegraphic wire or cable between America and Europe, I have the honor to make the following report, which I trust will leave no doubt with the department that such an enterprise can be successfully carried out.

Leaving New York on the night of July 18th, I steered directly for St. John's, where I arrived on the 29th. Taking in coal by the 31st, I sailed for Ireland, and commenced sounding as near on the "Great Circle" as possible, passing the north end of the "Grand Banks" in latitude $48^{\circ} 34'$ N., and one hundred and twenty fathoms of water, although the best charts I have on board record one hundred and fifty-four. This difference I attribute to the mode of taking soundings at the time that survey was made.

Soon after passing the "Banks," and getting into deep water, the *steam-reel* broke, and caused considerable delay and uneasiness lest our work would be dependent upon the very laborious system of hauling in the line by hand. Upon consultation with the engineers, I found them ready and willing to do all in their power to repair the injury, and accordingly some days were employed in taking the reel down and putting it up again in good order. By this time the weather, which had been unfavorable, became fine, and efforts were made to sound with the small line from our boats, but with no satisfactory results, the line parting repeatedly without once bringing up soundings.

Our steam-reel being now in good order, and our hearts being greatly relieved from a sadness caused by its failure, we recommenced in earnest the tedious task of deep-sea sounding. Our first effort was attended with great anxiety, and not a man in the vessel failed to rejoice when the sounding apparatus returned amply freighted with specimens of the bottom of the ocean.

At intervals of thirty, forty, sixty, and one hundred miles, we sounded; all attended with complete success, but frequently involving many hours, both night and day, of great suspense and hard work, losing sometimes two or three thousand fathoms of line, sounding apparatus and all.

The "Great Plateau" became so apparent in the middle of the ocean, and our fuel being considerably reduced, I determined to increase the intervals between the positions, to enable me to reach the coast of Ireland with enough soundings to complete a line entirely across. This was accomplished on the 22d of August, and I arrived in the harbor of Queenstown with only a few bushels of coal on board.

Temperatures were taken hourly at the surface, and at twenty fathoms, every few hours. Attempts were made to obtain them at the

bottom, and different depths; but the results were so worthless, owing to some derangement of the thermometers, that I abandoned taking them, as they interfered very much with the more important object of sounding and obtaining bottom. On one occasion two were sent to the bottom in very deep water, and one indicated a temperature of 21° , and the other of 24° . On examining and comparing the rest of the thermometers, I found them all differing from each other so much, and some of the hands being broken, I was sure that they could not be used with any proper results.

Currents were experienced to the eastward, from nine to fifteen miles in each twenty-four hours, between the "Grand Banks" and those of Ireland. No good opportunity for observing under-currents occurred, there being always either too much wind or a high sea; none appeared to affect our soundings very much—so little, indeed, that frequently the slack line would be coiled or kinked upon the bottom, showing plainly that it reached the bottom without the assistance of the lead—determining in my own mind, that, however others may think, the cable or wire of the lightest kind will here reach the bottom most certainly.

After recruiting my crew and officers in Ireland, and taking in a full supply of fuel, I attempted to sail on my return trip on the 4th of September, but, owing to an accident to our propeller, was detained until the 10th, when I succeeded in getting to sea, and near the line of our previous soundings.

In returning towards St. John's, I sounded only in the intervals unavoidably neglected in going out. I arrived at St. John's September 30th, coaled, and sailed as early as possible for this port.

That part of your instructions relative to a line of sounding across the Gulf stream, I did not undertake, owing to an entire expenditure of our supply of Massey's sounding apparatus, and the lateness of the season.

Only one of the sounding apparatus remains on board, and, with your permission, I will send it to the department for your inspection; it being somewhat different, I believe, from any heretofore used, being an association of Brooke and Massey, with a weight or lead of my own adoption.

The line used in sounding was that obtained from Boston, which proved indifferent, and was all expended before reaching Ireland, and I had to resort to two parts of smaller line, furnished at the navy yard. Having eighty thousand fathoms of the smallest sized line on reels, I had it made up into one of about four thousand, and I found it decidedly the best that I have yet used, it being very strong and small.

On both sides the interest taken in this great enterprise is very great, and it is with every satisfaction that I can state that the navy of the United States is particularly recognized as having promptly and efficiently executed the preliminary and important survey for so stupendous a work as laying a "telegraphic cable" of three thousand miles long across an ocean upwards of two thousand fathoms deep, and nearly seventeen hundred miles wide.

That the telegraph cable will be laid across the Atlantic very soon, there seems now not the slightest doubt; for the wire and cables are

now being made, and the hope is that it will be ready to be laid down by the ensuing summer. Nothing seems easier, now that the character of the bottom is known, and the depth ascertained to a nicety, which was hardly ever expected. All that is wanting are suitable steamers for the purpose, and no pains or expense should be spared to secure them.

In consequence of the interesting character of the duties allotted to the "Arctic," she has received marked attention wherever she has been; and I will here acknowledge the obligation I feel to Admiral Sir Henry Chads for his offers of assistance, as far as his command could supply at Queenstown, beside his hospitable attentions otherwise.

In the performance of the duties assigned, I have been ably and faithfully supported by both the officers and men of the "Arctic," and Mr. Von Bourck, draughtsman, has acquitted himself in that department highly satisfactorily.

Accompanying this report you will receive a full set of specimens of the bottom, and a table of the latitude and longitude of the position of each; also, a profile of the bottom, drawn by Mr. Von Bourck. The profile will be made from the soundings taken both going to and coming from Ireland.

I have the honor to be, very respectfully, your obedient servant,

O. H. BERRYMAN,

Lieutenant U. S. navy, commanding the Arctic.

Hon. J. C. DOBBIN,

Secretary of the Navy, Washington, D. C.

D.

UNITED STATES NAVAL OBSERVATORY,
Washington, March 15, 1856.

SIR: I have the honor to forward herewith the report of Professor Bailey, of his microscopic examination of the specimens obtained from the bed of the Atlantic by Lieutenant Berryman, in the United States steamer Arctic, alluded to in my report of the 8th instant.

The most noticeable thing here presented is the discovery of volcanic cinders in these specimens. The Gulf stream seems to have strewed the bed of the ocean for more than a thousand miles across with these "Plutonic tallies," as Professor Bailey styles them. They enable us to mark, better than any means heretofore offered have done, the extreme limits of the annual vibrations made by the channel in which the waters of the Gulf stream flow.

These fiery tallies were found along the path which is sometimes followed by the European steamers; and the question arose, whether they might not be steamboat cinders.

Mr. Manning, of New York, was requested to procure some specimens of these from the ash-pit of the steamers in New York, and send them to Professor Bailey to see. He did so, and the examination leaves no doubt upon the professor's mind as to the volcanic character of the tallies. The fact that nothing of the kind has been detected in

the specimens brought up by the Coast Survey from the bottom of the Gulf stream farther to the south, seems to indicate that these cinders could not have come from the volcanoes of Central America, which have been known to cast their ashes as far as Cuba. The drift of the ocean would not have brought them from Iceland, or any of the British islands, and lodged them where Brooke's lead found them. It appears to be most probable that they came from the extinct volcanoes of the Western islands. The size of the vitreous particles appears to warrant the conclusion that they are too heavy to be carried far by the winds, or to be borne long by the water. It is barely possible that they may have come from Etna and Vesuvius, and been brought out by the under-currents from the Mediterranean. Specimens from the deep sea off the straits of Gibraltar would at once settle this question. Not an angle, or a corner, or a piece of them is broken; nor is there the slightest scratch or chafe upon any of their delicate filagree-work. These cinders repeat the story which the infusorial organisms of the water were the first to proclaim with regard to the absence at the bottom of the deep sea of all abrading agents.

Respectfully, &c.,

M. F. MAURY,
Lieutenant United States Navy.

Hon. J. C. DOBBIN,
Secretary of the Navy, Washington.

WEST POINT, NEW YORK,
November 14, 1856.

DEAR SIR: I respectfully submit the following as a general report of the results of my microscopic examination of the soundings made by Lieutenant O. H. Berryman on his recent voyage in the United States steamer Arctic to Ireland and back.

The specimens submitted to examination were of two series, viz: those collected on the voyage to Ireland, which will be referred to as series 1; and those made on the return voyage, which form series 2.

SERIES I.

The specimens of Series 1 were from the following localities:

No. 1	lat. 47° 50'	long. 52° 00'	No. 13	lat. 52° 24'	long. 29° 16'
" 2	" 48 00	" 51 41	" 14	" 52 26	" 27 18
" 3	" 48 13	" 51 20	" 15	" 52 26	" 26 30
" 4	" 48 27	" 50 58	" 16	" 52 02	" 24 51
" 5	" 48 40	" 50 36	" 17	" 51 45	" 22 23
" 6	" 48 51	" 50 05	" 18	" 51 45	" 21 19
" 7	" 50 03	" 40 26	" 19	" 51 50	" 20 12
" 8	" 50 20	" 38 30	" 20	" 52 01	" 17 06
" 9	" 50 44	" 37 15	" 21	" 52 05	" 16 05
" 10	" 51 06	" 35 50	" 22	" 52 03	" 15 02
" 11	" 51 15	" 34 08	" 23	" 51 52	" 13 71
" 12	" 51 38	" 32 20	" 24	" 51 54	" 12 26

In stating the results obtained from these specimens, they will be referred to by the numbers as given in the above table.

Numbers 1 to 4, inclusive, are composed of fine silicious sands, the grains of which are mostly of small size, and with sharp angles. The organic contents are not abundant. Of the calcareous Polythalamia there is scarcely a trace, but some of the silicious Diatoms may be found in the light parts which may be rinsed from the sand. Among these Diatoms numerous fragments and some perfect discs of *Coscinodiscs* are the most abundant. Some species of *Chaetoceros* were also seen, which are believed to be of northern origin.

Number 5 is a coarse gravel, composed of common and jaspery quartz, with some feldspar, hornblende, &c. It is much the coarsest of all the specimens examined. Some of the quartz grains are rounded by attrition, while a large portion are quite sharp and unabraded. Among the organic contents a very few Polythalamia were noticed, with some Diatoms and sponge spiracles.

Number 6 is a fine calcareous mud, which effervesces briskly with acids, and yields by this treatment a large residue of silicious sand, with some Diatoms and Spongiolites. This specimen is interesting as indicating the commencement of that great calcareous deposit extending nearly across the Atlantic, which will be alluded to in subsequent paragraphs.

Numbers 7 to 21, inclusive, are fine calcareous muds, which effervesce briskly with acids, and abound in the calcareous Polythalamia, particularly in species of *Globigerina*. They also contain numerous and very interesting species of the silicious Polycistins, Diatoms, and Spongiolites. The mineral residue from acids is usually quite small in relative amount, and consists of minute, sharp-angled grains, among which quartz predominates.

Numbers 8 to 21, inclusive, contain, in addition to what is above mentioned, what appear to be well-characterized *volcanic ashes*, in the shape of pumice and obsidian, crystals of hornblende, single and in groups, with other igneous products penetrated by crystals. These substances generally form but a small portion of the residue left by acids, and may be more readily detected when this residue is examined in water than when mounted in balsam. They are particularly recognizable in number 14.

Number 22 is a fine calcareous mud, with some *Globigerinae*. It is chiefly noticeable as leaving with acids a considerable amount of fine quartz sand mingled with microscopic globules of *iron pyrites*. It yielded no recognizable volcanic products, and very few silicious organisms.

Numbers 23 and 24 are very similar in character to number 22, but they yielded no globules of iron pyrites.

Some general remarks on the results of the examination of the specimens above referred to will now be given:

1st. The employment of acid enables me to correct an erroneous statement which I made some time since concerning the deep soundings of the Atlantic. Having at that time only a small portion of the soundings, and being unwilling to destroy a morsel of matters so pre-

cious, I did not apply acids, and hence overlooked the portion of mineral matter which, though often very small, is invariably present.

2d. The mineral matter in these soundings generally shows no signs of abrasion, the sharpest edges and angles of even the softest minerals being retained. The minute size of the particles, and their sharp angular state, appear to indicate that they have been quietly deposited from gentle currents, and not subsequently disturbed. Even the coarsest and most abraded materials may have been deposited from icebergs.

3d. The gradual increase of calcareous matter as the Gulf stream is approached, and the presence of calcareous organisms from its western margin almost completely across the Atlantic, is in accordance with observations previously made on the Coast Survey soundings of the Gulf stream obtained further south, which show that calcareous marls rich in Polythalamia, Polycistins, Diatoms, and Spongiolites form the bed of the Gulf stream throughout its whole course as far as yet examined, and also occur of vast extent in the Gulf of Mexico.

4th. These marls contain a great number of undescribed organisms, both silicious and calcareous. Many species which occur as far south as Florida and the Gulf of Mexico are found in the northern soundings above described; while some very remarkable species found in the northern soundings have not been detected at the southern localities, and *vice versa*. The description of the new species is in preparation for speedy publication.

5th. Only a few imperfect silicious casts of Polythalamia, and no well-characterized green-sand casts, have been detected in these northern soundings, while their presence is the rule rather than the exception with regard to the southern soundings above referred to.

6th. The occurrence of what appear to be volcanic products in the bed of the ocean for a distance of about twenty-two degrees of longitude, or about a thousand miles, is an extraordinary fact, and one which deserves careful scrutiny. That any one familiar with the microscopic appearance of volcanic ashes, &c., would pronounce these matters to be of volcanic origin, I have no doubt. As, however, the ingenious suggestion was made to me that these igneous products might be derived from the fires of the ocean steamers, along or near whose pathway these soundings were made, it became important that these furnace products should also be studied. This I was enabled to do by the kindness of Mr. Manning, (the obliging agent of your office,) who procured for me, from the steamers themselves, specimens of such matters as are thrown overboard from the ash-pits of the steamers Asia and Baltic. Careful examination of these specimens showed that they contained a group of products which could not possibly be confounded with the supposed volcanic matters. In fact, there was no relation between the two classes of bodies, except that both were evidently the results of intense heat upon different mineral matters. Among the furnace products of the steamer Baltic were numerous single and aggregated glass spheres of minute, or even microscopic size, which, if they should ever be found in ocean soundings, would be very puzzling without this clue to their origin.

7th. The question of the original source of these volcanic products

is one of great interest. How far these Plutonic tallies may have travelled, and in what directions—whether from the Azores, the Mediterranean, or from Iceland—involves a study of currents and an examination of soundings which have yet to be made.

SERIES II.

The specimens constituting the second series were as follows, viz :

No. 1.	Lat. 49° 12'	long. 49° 42'	No. 5.	Lat. 49° 49'	long. 45° 54'
“ 2.	“ 49 36	“ 49 05	“ 6.	“ 49 50	“ 44 43
“ 3.	“ 49 40	“ 48 29	“ 7.	“ 51 43	“ 13 44
“ 4.	“ 49 49	“ 46 43			

They will be referred to by the numbers given in the above table.

Nos. 1 to 6 are calcareous muds containing much mineral matter and a small proportion of Polythalamia. The silicious organisms are also comparatively few, consisting of some large Coscinodisci, and some Spongiolites. No volcanic products were detected.

No. 7 is also a fine calcareous mud, showing but few Polythalamia to the naked eye, but rather rich in microscopic organisms, consisting of minute Polythalamia, with Polycistins, Diatoms, and Spongiolites. No volcanic products were detected.

Hoping that the above will answer the purpose of a general report upon the character of these soundings, I reserve for subsequent publication the details of the zoological results afforded by these highly interesting series of soundings.

Yours, very respectfully,

J. W. BAILEY.

Lieut. M. F. MAURY,
National Observatory.

E.

NAVAL ACADEMY, ANNAPOLIS, MD.,
June 23, 1856.

SIR: The Board of Examiners, having completed the duties required by your instructions of the 20th ultimo, have the honor to submit an additional report, in relation to the examination of the classes of acting midshipmen, the police, discipline and general management of the institution.

The board has witnessed the examination of four classes of acting midshipmen, in all the branches in which they have been instructed at the academy, and the practical exercises by which instruction is given in the infantry drill, the practice with the great guns, field battery and boat guns; the art of fleet sailing with the boats, and the use of the small sword. In all these exercises, and especially in the target practice with the great guns, the manœuvring and firing with

the field battery, and the management of the boat guns, the students exhibited remarkable proficiency; and the board was gratified to observe so great a degree of interest manifested on the part of the young gentlemen in these rough, though highly important, branches of their professional education.

The first and second classes were also examined in some of the branches of seamanship; and in this connexion the board will take occasion to remark, that the readiness with which the members of these classes answered the questions of the examining officer, gave the most convincing proof of the great value of the practice-ship, as one of the means, and perhaps the most important one, of securing to the young gentlemen who have the privilege of attending this admirable institution a complete naval education.

The board visited and inspected the practice-ship Plymouth, and fully approves all the arrangements that have been made to secure the comfort of the acting midshipmen. The accommodation for the officers, students, and crew are ample in space, and well fitted in all respects; but the board is under the impression that her sails and rigging will be found rather too heavy for the service on which she is to be employed.

The board cannot forbear from again calling the attention of the department to the importance of providing the practice-ship with auxiliary steam power. Every year serves to give additional strength to the arguments that have heretofore been urged on this point. It is only necessary to look to the character of the additions that have been recently made, and those that it is proposed to make to our own navy, to see at once that a knowledge of the construction, use, and management of the marine steam-engine, is hereafter to become an essential qualification of a naval officer. It is very desirable, also, that a crew, distinguished for their good deportment and skill as seamen, should be secured and kept for this ship. Their association with the students cannot be otherwise than very intimate, and must necessarily exert either a good or bad influence upon the younger boys who are receiving their first impressions.

The examinations of the higher sections of the classes of acting midshipmen have been highly gratifying to the board; but it was very evident that a want of elementary knowledge on the part of the members of the lower sections, when they entered the academy, has acted greatly to their disadvantage, and made a marked difference between them and their more highly favored classmates. This is unfortunate, as the character of the naval service requires an equal degree of proficiency in all its officers; and the classes, after passing examination, cannot be divided, and detailed for different arms of the service, as at West Point. The board is of opinion that this evil may be remedied to a considerable extent by elevating the standard of knowledge required for admission into the academy, and by extending the earliest age for admission to fifteen years, instead of fourteen, as at present established. Neglect of elementary instruction is obviously the most fruitful cause of this evil, but there are some cases that are undoubtedly due to immaturity of mind.

The first section of the first class, the second class with scarcely an

exception, and the first sections of the third and fourth classes, sustained themselves admirably in every branch in which they were examined, and deserve the best praise the board can bestow. It is not too much to say that each and every member of these sections gives promise of the attainment of great professional excellence, and of a life of great usefulness to the navy and the country.

These examinations have exhibited a high order of ability on the part of the professors and instructors, and great care and industry in imparting instruction to their pupils.

During the progress of the examination it has occurred to the board that the study of the French language might be continued longer than at present provided for in the established course of study, with great advantage to the young gentlemen. A familiar knowledge of the art of speaking, reading, and writing this language, is of especial importance to the naval officer. At every foreign station to which he may be called in the line of his duty, he will find the French language a medium of communication with the public authorities, and often to him all the avenues through which knowledge is acquired by observation and association with foreign society. The French libraries abound in excellent writings upon every branch of his profession, both practical and theoretical; and, indeed, the naval officer of the present day cannot attain to the highest degree of professional excellence without a sufficient knowledge of the French language to enable him to avail of all that is therein written for his improvement. The same remark will apply with equal force to the value of a knowledge of the English language to the French officer.

It is not the intention of the board to recommend the extension of the study of this branch to the exclusion of any other branch that may be deemed of equal importance, but it is believed that by a slight amendment of the present established course of study, the end in view may be attained.

The board made a careful examination of the system of police, and of the general management of the institution, and is satisfied that they are such as to secure sound discipline and a perfect accountability of all the subordinate departments to the superintendent. No material change has been made in any part of the organization of this department since the report of the last board; and as none has been suggested to this board, it is to be inferred that the operation of the system is satisfactory, and needs no amendment at present.

A new field battery has been furnished to the academy upon the recommendation of the last board, and has been found to answer perfectly the wants of that department of instruction.

The sea-wall and filling in the low grounds along the northern water front of the academy has been completed to the point first contemplated, and is a most valuable improvement. By it, the foundations of the chapel, mess hall, recitation hall, and quarters of the students are permanently secured; suitable positions for necessary out-buildings have been provided; a large addition to the available space for the field battery and infantry exercises has been made; and, above all, a better security is given for the health of the place, by preventing the escape of insalubrious odors arising from the frequent recession of the

tion. The superintendent proposes to ask for a small appropriation to complete this improvement to the wall around the grounds last purchased for the academy; and the board is so fully impressed with the necessity for the improvement, that it cheerfully seconds the application, and urges its importance upon the department.

The past winter has illustrated the value and sufficiency of the apparatus by which the public buildings and students' quarters are heated and lighted, and, with some few changes in the former, suggested by experience, the superintendent is confident that the most satisfactory, because the most healthful and economical, modes of lighting and heating the establishment will have been secured.

In connexion with the remarks that the board has thought proper to make in relation to the importance of the department of seamanship, it will renew the recommendation of last year, based upon the superintendent's proposal, to erect a set of spars, fully rigged, fitted with sails, and placed on shore, that the students may be exercised without the necessity of embarking, which is sometimes impracticable; and that, by having this simple means of instruction always conveniently at hand, they may become familiar with the modes of rigging the spars; bending, unbending, furling, and reefing the sails, and of fitting and reeving the running rigging.

The board has visited and inspected all the public buildings and apparatus of the academy, and was gratified to find such comfortable and liberal provision for the accommodation and instruction of the students. The superintendent has called attention to the inadequate capacity of the observatory for the instruction of the classes in the important branches of astronomy and navigation. In the present building the professor of that department and his assistants meet their classes, and, in addition to all the theoretical teaching, they instruct in the modes of using and adjusting all the nautical instruments. It is important that the most ample space should be provided for the most complete illustration of these subjects, and the board fully concurs in the proposal of the superintendent with regard to the enlargement of the building, and for making some additions to its apparatus.

The attention of the board has been called to the unsuitable position of the building used as a laboratory and philosophical hall. Its close proximity to the gun battery renders the delicate instruments provided for illustrating the subjects embraced in the department of natural philosophy very unsafe, and liable to destruction. The board has been informed that this building was placed in its present position before the grounds of the academy were enlarged by purchase, and that its removal to a more suitable position will involve but a small expenditure of money.

A substantial stone pavement is needed along the avenue leading from the main gate of the academy, and also in the pathway touching the rear wall of the quarters of the students.

These improvements can be made at a small cost, and the board does not hesitate to give the superintendent's application the weight of its approval.

The improvement of the greatest magnitude to which the attention of the board has been called, is the removal of the row of houses occu-

ped by the commandant of midshipmen and several of the professors, from their present positions, in the centre of the grounds, to the wall along the southern boundary. The board is aware that this improvement has been urged upon the department by its predecessors on several occasions, and respectfully referring to the reasons so fully given in their reports, begs leave to repeat their recommendation.

The board renews the recommendations heretofore made in relation to the compensation of the superintendent and members of the academic staff, and also respecting the necessity of providing quarters within the walls of the academy for those officers who are now compelled to reside in Annapolis. The grounds upon which these recommendations are made have been so well presented in previous reports, that this board will have performed its duty by simply repeating the recommendation.

The board cannot close this report without an expression of the high sense in which it holds the value of the services of the present superintendent to the institution over which he presides.

He has performed his duties with the most untiring zeal and industry, guided by the great professional intelligence and experience for which he is so justly distinguished. Evidences of his wise administration present themselves everywhere, and the most happy results are promised to the navy from his good labors.

The board will also record its appreciation of the efficient services of those who hold positions at the academy subordinate to the superintendent.

The good order and regularity of all the departments affords the most convincing proof that duty has been performed faithfully and with ability; and the exhibitions in the hall of examination presented the most gratifying evidences of duty well performed on the part of the students as well as their instructors.

Having now completed all the duties required by your order of the 20th ultimo, it only remains for the board to commend this admirable institution to the fostering care of the government, and to adjourn *sine die*.

I have the honor to be, very respectfully, your obedient servant,
I. MAYO,
President of the Board.

Hon. J. C. DOBBIN,
Secretary of the Navy, Washington, D. C.

F.

UNITED STATES PRACTICE-SHIP PLYMOUTH,
Off' Annapolis, September 28, 1856.

SIR: I respectfully submit the following report of the recent cruise of the practice-ship Plymouth:

I sailed from Annapolis on the 27th, and arrived at Hampton Roads on the 30th of June. From thence, after communicating with the

commandant of the Norfolk station, and receiving from the navy yard a galley, and returning to the navy store a quantity of purser's stores received from the Preble at Annapolis, we went to sea on the 4th and cruised until the 29th of July, on which day we arrived in Nantasket Roads; and on the following morning proceeded up to the anchorage off the navy yard, Boston. Sailed from Boston on the 7th, and arrived at Portland on the 16th of August. Sailed from the latter port on the 22d of the same month, having been detained two days by a fresh northeast gale, and arrived at Newport September 1. Left Newport on the 6th, and arrived at Norfolk on the 14th of September, and landed the ship's battery at the navy yard, in obedience to an order of the Navy Department received off Cape Henry. Left Norfolk on the 16th of September, and anchored the following morning in the Patuxent river, where we remained until the 24th, unrigging and rigging the foremast, hoisting out and in boats, and exercising the second class with the boat howitzer; from thence we proceeded up the Chesapeake, practising the students at evolutions until our arrival at Annapolis on the 27th instant.

I detailed for instruction of seamanship, Lieutenant Wyman; for instruction of navigation, Lieutenant Philip; for instruction of practical gunnery, Lieutenant Wood; and adopted with slight modifications the same routine of duties, exercises, and regulations as were observed during the last summer's cruise, for the instruction and government of the students.

They were divided into two watches and three gun's crews. During the day at sea a whole watch, and at night, and also when in port, a quarter watch was required to be constantly on deck. The gun's crews were successively stationed in the master's and powder divisions, when assembled at quarters for general exercise to familiarize each crew with the duties appertaining to those divisions.

At 9 a. m., daily, (Sundays excepted,) when at sea and the weather would permit of it, the members of the second class were placed alternately in charge of the deck, and required to reef, make and reduce sail, and perform evolutions for one hour and a half, the ship being worked by the students assisted by the crew. After the termination of this exercise and until 11.30 a. m., and from 1 to 3.30 p. m., the watch below attended school for the purpose of studying navigation, and the watch on deck was employed knotting, splicing, strapping blocks, fitting shrouds, collars of stays, &c. At 4 p. m. they were either exercised at target firing, divisional or general quarters, or with the boat howitzer, and received instruction in practical gunnery.

In addition to these regular duties, the watch on deck assisted to work the ship, and one of the members of the second class generally performed the evolutions required to sail the ship.

The second class has made satisfactory proficiency, and the fourth class commendable progress in seamanship, navigation, and practical gunnery. The members of the former class can do all of the marline-spike duties of a seaman, make and reduce sail, reef, furl, steer, heave the lead, send up and down yards and masts, and work ship in a very creditable manner. Since our arrival in the Chesapeake, they have had charge of the deck alternately for a period of two hours each,

and have performed the port duties of officer of the deck, got the ship underway, sailed, and brought her to an anchor, with but little prompting.

Their proficiency in navigation is such as to warrant me in reporting a majority of them competent to navigate a ship. After they had received preliminary instruction relative to the manner of adjusting and using the sextant, each member of the class was required to take day and night observations, to determine the position of the ship for examples to work, instead of taking them from books, or having them furnished by the instructor. This method of instruction produced a spirit of emulation in the class, each one endeavoring to have his work the most correct, and resulted in their attaining accuracy of computation and skill in taking observations.

Target practice and frequent divisional and general exercises at quarters have familiarized the students with the arrangements and duties of the different divisions—the management of guns in a seaway, the manner of mounting, dismounting, and transporting them from port to port, and with the use of all the implements required for their service. It was my intention to have exercised them more thoroughly at target firing after the arrival of the ship in the Chesapeake, where I could have verified more conveniently estimated distances, and recovered some of the shot and shells fired; but a compliance with the order of the department to land the battery at Norfolk before proceeding with the ship to Annapolis prevented my doing so. The only target practice they have had with the great guns has been at sea, at distances varying from three to twelve hundred yards, and they have upon all occasions exhibited a degree of skill and judgment in pointing and firing, that not more than one shot of eight fired would have missed a ship.

They are also quite expert in the exercise of disembarking and embarking the boat howitzer, and evince the same skill in their target practice with it, both ashore and afloat, as with the broadside guns.

It could not be reasonably expected that the fourth class should attain any great proficiency in either of the branches taught, on account of the limited time they have been occupied in acquiring practical professional information; but I am confident that they have made such substantial progress as will insure satisfactory proficiency when they make their final cruise in the practice-ship.

In conclusion, it affords me great pleasure to state that the cruise has been more satisfactory to me and instructive to the students than that of the preceding year. I attribute the improvement in part to the attention of the instructors and officers of the ship generally to the objects of the cruise, and to the peculiar fitness of the Plymouth for a practice-ship, but mainly to the students themselves, whose deportment, with the exceptions specially reported to you, has been uniformly exemplary, and who have generally taken an earnest interest in the duties and exercises prescribed for their instruction.

I am, sir, very respectfully your obedient servant,

J. F. GREEN,

Commandant of Midshipmen.

Captain L. M. GOLDSBOROUGH,

Superintendent Naval Academy, Annapolis.

G.

CAMBRIDGE, *October 18, 1856.*

SIR : I have the honor to submit to the department the following report of the state and progress of the work under my charge :

More rapid progress has been made in the computations of the ephemeris for the year 1859 than in any previous year. The nautical edition is completed, and is essentially ready for the press. It will be printed and published immediately; the computations of the whole volume, including the (strictly speaking) astronomical part, are well advanced.

The distribution of the work on the ephemeris of 1860 will, for the present, be arranged as follows :

Mr. J. D. Runkle, Mr. Wright, Mr. Kerr, Mr. Oliver, and Mr. Eastwood, will be engaged on the moon's ephemeris; Mr. Safford, on the lunar distances; Mr. Loomis, on the moon culminating stars, and also in assisting Mr. Safford in differencing proofs and copying for the press; Mr. Sprague, on the fixed stars; Professor Kendall, on Jupiter and Neptune; Mr. Downs, on the occultations; Mr. Schubert, Mr. Bradford, Mr. Morrow, and Miss Foote, on asteroids; Miss Mitchell, on Venus; Miss Foote, on translations; and Mrs. Bache, in copying for the press.

The ephemeris of Saturn, and those of Mars and Uranus, will probably be disposed of in some manner similar to that of last year.

The ephemeris of the sun and that of Mercury have not yet been given out.

The advice of Professor Peirce continues to regulate the theoretical department of the work, especially as to new methods of computation, the improvement of constants, &c., and the treatment of new subjects. He is still occupied with the general tables containing the mean and apparent places of the fixed stars; and to these undertakings he has recently added the commencement of a series of tables of general perturbations.

Mr. Runkle continues his investigations into Peirce's theory of Neptune; the publication, by the Smithsonian Institution, of his new tables of the co-efficients of the perturbative function depending on the ratios of the mean distances, has just issued from the press, and is an invaluable aid to those who venture upon the higher problems of celestial mechanics.

Mr. Runkle is now carrying on his labors by writing a memoir upon the secular variations of the orbits of the eight principal planets, which, under the recent provision, will be printed by this office. All these labors constitute successive and far-reaching steps in the improvement of the planetary tables, or rather in their entire reconstruction, which has always been regarded not only as a worthy, but as the ultimate object of ambition, and the suitable means of usefulness in this office. The progress of these labors must necessarily be slow; for not only must they be held subordinate to the current duties of the office, but by their nature they must, in order to be durable, be free from the imperfections of haste.

It is a subject of the most sincere gratification that the department has uniformly encouraged the employment of the resources of this office in making permanent additions to the means by which the science of astronomy is improved, and the correct application of its theoretical principles promoted. This liberal and enlightened spirit is fully appreciated by American astronomers, who are very ready to acknowledge their debt of gratitude.

The printing of my translation of the "Theory of the Motions of the Heavenly Bodies," &c., of Gauss, is completed—a few notes and a brief appendix only excepted. But, before publishing it, I have thought that no pains should be spared to insure the greatest possible freedom from error.

Professor Winlock of the navy has assisted me in correcting the proofs, and has read the translation with critical minuteness, bestowing upon it great time and labor; Professor Chauvenet of the navy is also reading the revised proofs with care, verifying the formulas and computations throughout the whole work—an undertaking requiring no less industry than kindness. Others, too, have given me their valuable aid, among whom I have pleasure in mentioning Professor the Rev. James Phillips of Chapel Hill.

The paramount importance of accuracy in a work of this standard character will authorize, and indeed recommend, any pains by which it may be secured.

The means granted by the last appropriation will enable the office to publish some valuable auxiliary tables in the course of the year; and also an entirely new set of tables of one of the principal planets. And I have presented the same estimates with this report as those of last year, with the intention of having these publications continued from year to year.

In my report of last year I called the attention of the department to the rapid increase in the number of the asteroids, and, with its sanction, I asked for an addition to the usual appropriation, for the purpose of meeting the expense which this increase occasioned. The amount asked for in my estimates having been granted, I am now engaged in systematizing and generalizing, as far as possible, the plan of work upon the asteroids. I propose, at present, to meet the immediate wants of the ephemeris by means of the method of special perturbations, which I translated and printed for the use of the office, and, hereafter, to adopt that course for tabulating the perturbations and the co-ordinates of the orbit in each particular case, which, after a study of the writings of Lubbock, Encke, Hansen, and Leverrier, shall seem most advisable.

Professor Peirce has this subject under consideration. It is my intention to address to the department a special communication on the manner in which the work upon the asteroids can be most conveniently distributed, as soon as the arrangements are sufficiently advanced.

I have the honor to transmit, in company with this report, the remaining copies of the estimate for the fiscal year ending June, 1857, as directed in your communication of September 5.

The changes that have taken place among the assistants of the

office have been, either immediately directed by the department, or from time to time reported as they occurred.

Finally, the manner in which the several duties of the office are distributed and assigned, under the approval of the department, proves to be satisfactory.

Very respectfully, your obedient servant,

CHARLES HENRY DAVIS,

Commander, Superintendent Nautical Almanac.

CHARLES W. WELSH, Esq.,

Acting 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, 1858.

For salary of the Secretary of the Navy, per act of March 3, 1853, section 4, Statutes at Large, volume 10, page 212	\$8,000 00
For salary of the chief clerk, per act of March 3, 1853, section 3, Statutes at Large, volume 10, page 211.....	2,200 00
For salary of one fourth class clerk, per act of March 3, 1853, section 3, Statutes at Large, volume 10, page 210.....	1,800 00
For salary of one fourth class clerk, as disbursing clerk, per act of March 3, 1853, section 3, Statutes at Large, volume 10, page 211.....	200 00
For salaries of six third class clerks, at \$1,600 per annum, per act of April 22, 1854, section 1, Statutes at Large, volume 10, page 276.....	9,600 00
For salaries of four second class clerks, at \$1,400 per annum, per act of April 22, 1854, section 1, Statutes at Large, volume 10, page 276.....	5,600 00
For salary of principal messenger, per joint resolution of Congress, approved August 18, 1856, Statutes at Large, pamphlet edition, page 145	900 00
For salary of assistant messenger, per same resolution.....	700 00
For salary of laborer, per same resolution.....	600 00
Total for salaries for fiscal year 1857-'58	29,600 00
Appropriated for fiscal year 1856-'57	\$29,600 00
<i>Contingent expenses.</i>	
For blank books, binding, stationery, labor, newspapers, periodicals, and miscellaneous items	2,840 00
Appropriated for fiscal year 1856-'57.....	\$2,840 00
Total estimate for fiscal year 1857-'58.....	32,440 00
Appropriated for fiscal year 1856-'57.....	32,440 00
CIVIL.	
Salaries	29,600 00
Contingent	2,840 00

Estimate of the sums required for the expenses of the Southwest Executive Building for the fiscal year ending June 30, 1858.

For salary of superintendent, per act of August 26, 1842, section 4; Statutes at Large, volume 5, page 524.....	\$250 00
For salaries of four watchmen, per acts of August 26, 1842, section 4, Statutes at Large, volume 5, page 524; of September 30, 1850, section 2, Statutes at Large, volume 9, page 543; of August 31, 1852, section 1, Statutes at Large, volume 10, page 82; and of April 22, 1854, section 2, Statutes at Large, volume 10, page 276.....	2,400 00
For labor, fuel, lights, and miscellaneous items, per act of August 26, 1842, section 22, No. 1, Statutes at Large, volume 5, page 528.....	3,913 00
Total estimate for fiscal year 1857-'58.....	6,563 00
Appropriated for fiscal year 1856-'57.....	6,265 00
CIVIL.	
Salaries.....	2,650 00
Contingent.....	3,913 00

The increase in the estimate for "contingent" is in the item of "labor," and is required to meet the additional compensation allowed to laborers in the employment of the government.

Estimate of pay for the fiscal year ending June 30, 1858, of the commission and warrant officers of the navy, including the engineer corps, not on duty; and also for the pay of those officers on duty who are not included in the estimates of the bureau.

For pay of officers not on duty.....	\$376,400 00
For pay of officers on duty attached to the United States coast survey.....	75,800 00
For pay of officers on light-house duty.....	18,700 00
For pay of officers on special service.....	58,350 00
	529,250 00
Appropriated for fiscal year 1856-'57.....	505,525 00
NAVY.	
Pay of the navy.....	529,250 00

Estimate of the sums required for the transportation of the United States mails for the fiscal year ending June 30, 1858, as authorized by the acts of Congress approved March 3, 1847, and March 3, 1851.

For transportation of the mails from New York to Liverpool, and back, per act of March 3, 1847, section 2, Statutes at Large, volume 9, page 187	\$385,000 00	
From which deduct the 10 per cent. required by act of March 3, 1851, section 1, Statutes at Large, volume 9, page 623, to be refunded by deductions annually from compensation of said line, to repay advances authorized by act of August 3, 1848, viz: 10 per cent. on the aggregate advances, \$385,000.....	38,500 00	
		\$346,500 00
Appropriated for the fiscal year 1856-'57, \$819,500.		
For transportation of the mails from New York to New Orleans, Charleston, Savannah, Havana, and Chagres, and back, per act of March 3, 1847, section 4, Statutes at Large, volume 9, page 188.....	290,000 00	
From which deduct the 10 per cent. required per act of March 3, 1851, viz: 10 per cent. on the aggregate advances to said line, \$290,000.....	29,000 00	
		261,000 00
Appropriated for the fiscal year 1856-'57, \$261,000.		
For transportation of the mails from Panama to California and Oregon, and back, per acts of March 3, 1847, section 5, Statutes at Large, volume 9, page 188, and of March 3, 1851, section 1. Statutes at Large, volume 9, page 623.....	348,250 00	
From which deduct the 10 per cent. required per act of March 3, 1851, viz: 10 per cent. on the aggregate advances to said line, \$199,000.....	19,900 00	
		328,350 00
Appropriated for the fiscal year 1856-'57, \$328,350.		
Amount necessary for the mail service for the fiscal year 1857-'58.....		935,850 00
Appropriated for the fiscal year 1856-'57, \$1,408,850.		
	SPECIAL.	
Transportation of the mail		935,850 00

Estimate for the American Ephemeris and Nautical Almanac for the fiscal year ending June 30, 1858.

For salaries of computers	\$16,250 00
For purchase of paper, printing, &c., in order to publish in the year 1858 the Nautical Almanac for the year 1861, and for occasional printing, stationery, books, binding, &c.....	3,630 00
For the twenty-four new planets discovered since 1849.....	3,000 00
For new planetary tables.....	1,000 00
For auxiliary tables.....	1,000 00
For extra editions of the volumes already published.....	1,000 00
For clerk	500 00
For contingents, including rent of office, servant hire, fuel, &c.....	500 00
	26,880 00
Appropriated for 1856-'57, \$25,732 64.	
	SPECIAL.
Nautical Almanac	26,880 00

This estimate is the same as that of last year; but last year the amount actually appropriated differed from the amount of the estimate by the sum of eleven hundred and forty-seven dollars and thirty-six cents, because that sum had been refunded to the Nautical Almanac from the proceeds of sales. These proceeds now remain in the treasury.

CHARLES HENRY DAVIS,

Commander, Superintendent Nautical Almanac.

REPORT OF THE

RECAPITULATION.

CIVIL.	
Office of the Secretary of the Navy:	
Salaries	\$29,600 00
Contingent	2,840 00
Southwest Executive Building:	
Salaries	2,650 00
Contingent	3,913 00
NAVY.	
Pay of the navy	529,250 00
SPECIAL.	
Transportation of the mail	935,850 00
Nautical Almanac	26,880 00

No. 2.

BUREAU OF YARDS AND DOCKS,
November 18, 1856.

SIR: I have the honor to submit herewith two sets of the estimates from this bureau for the fiscal year ending June 30, 1858, one other set having been presented on the 16th ultimo for the Treasury Department.

I submit also the report for the past year from this bureau, with an abstract or compendium of the same, both in duplicate.

An abstract of the offers which have been received for furnishing supplies under the cognizance of this bureau for the year ending June 30, 1857, is also submitted, as required by the act of Congress approved March 3, 1843.

A list of the contracts made by this bureau is also in preparation, and will be submitted as soon as it shall be completed.

With great respect, I have the honor to be your obedient servant,

JOSEPH SMITH,
Chief of Bureau.

Hon. JAMES C. DOBBIN,
Secretary of the Navy.

BUREAU OF YARDS AND DOCKS,
 October 16, 1856.

SIR: I have the honor to submit herewith, in compliance with your directions, estimates of the amounts which are deemed necessary to meet the wants of the service coming under the cognizance of this bureau, for the improvements and repairs at the several navy yards, hospitals, and magazines, for the fiscal year ending June 30, 1858, together with estimates for the personnel required at the several navy yards and recruiting stations, viz:

For improvements and repairs at yards and stations -	\$2,127,392 00
For hospital buildings and their dependencies, including the Naval Asylum - - - -	63,615 00
For magazines and their dependencies - - - -	113,458 00
For contingent expenses - - - -	442,000 00
For pay of commission, warrant and petty officers -	272,952 00
For pay of superintendents, naval constructors, and all the civil establishments - - - -	128,382 00
	3,147,799 00

Plans and drawings of the several improvements recommended will be submitted in due time, with full remarks in minute detail, which will fully exhibit the progress which has been made on the works at the respective navy yards during the past year, as well as the reasons which govern the bureau in recommending the improvements, &c., embraced in the accompanying papers, marked Y. & D., from No. 1 to No. 7, for which the necessary estimates have been prepared and are herewith submitted.

With great respect, your obedient servant,

JOS. SMITH,
 Chief of Bureau.

Hon. J. C. DOBBIN,
 Secretary of the Navy.

Schedule of the papers which accompany the report of the Chief of the Bureau of Yards and Docks to the Secretary of the Navy, for the fiscal year ending June 30, 1858.

- Y. & D. A.—General estimate from yards and docks.
- Y. & D. No. 1.—Estimate for the support of the bureau.
- Y. & D. No. 2.—Estimate for recruiting stations.
- Y. & D. No. 3.—Estimate for officers and others at yards and stations.
- Y. & D. No. 4.—Statement showing the sums which make up the first and second items in paper Y. & D. A.

Y. & D. No. 5.—Estimate for improvements and repairs at yards and stations.

Y. & D. No. 6.—Estimate for improvements and repairs at hospitals and asylum.

Y. & D. No. 7.—Estimate for improvements and repairs of magazines.

BUREAU OF YARDS AND DOCKS,
October 16, 1856.

Y. & D. A.

General estimate from the Bureau of Yards and Docks for the fiscal year ending June 30, 1858, in addition to the balances remaining unexpended July 1, 1857.

Object.	Estimated for the year ending June 30, 1858.	Estimated for the year ending June 30, 1857.
1. For the pay of commission, warrant, and petty officers, (see paper Y. & D. No. 4)	\$272,952 00	\$272,196 00
2. For the pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations, (see paper Y. & D. No. 4)	128,382 00	125,782 00
3. For improvements and necessary repairs at yards and stations, (see paper Y. & D. No. 5)	2,127,392 00	2,522,989 00
4. For hospital buildings and their dependencies, including the Naval Asylum, (see paper Y. & D. No. 6)	63,615 00	84,400 00
5. For magazines and their dependencies, (see paper Y. & D. No. 7)	113,458 00	142,600 00
6. For contingent expenses that may accrue during the fiscal 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 purchase and repair of fire engines; for machinery of every description and the patent right to use the same; for the repair of 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 use of navy yards and stations; for cleaning and clearing up yards; for flags, awnings, and packing boxes; for watchmen; and for incidental labor at navy yards not applicable to any other appropriation	442,000 00	441,750 00
Total	3,147,799 00	3,589,717 00

NOTE.—The increase in the first item of the general estimate is occasioned by the addition of a gardener at the hospital at Norfolk and a pursor's steward at Washington, omitted in last year's estimates.

The increase in the second item is for the pay of a naval constructor in California.

JOS. SMITH, *Chief of Bureau.*

BUREAU OF YARDS AND DOCKS, October 16, 1856.

Y. & D. No. 1.

Estimate of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending June 30, 1858.

For salary of chief of the bureau, per act of 31st August, 1842, Statutes at Large, vol. 5, chap. 286, sec. 3, page 579.....	\$3,500 00
For salary of chief clerk (4th class) per act of 3d March, 1853, Statutes at Large, pamphlet edition, chap. 97, sec. 3, page 210.....	1,800 00
For salaries of five clerks, including draughtsman, (four of 2d class and one of 1st class,) per act of 3d March, 1853, pamphlet edition Statutes at Large, chap. 97, sec. 3, page 210; and act of 22d April, 1854, pamphlet edition Statutes at Large, chap. 52, sec. 1, page 276.....	6,800 00
For salary of messenger, per act of 31st August, 1842, Statutes at Large, vol. 5, chap. 286, sec. 6, page 580; act of 22d April, 1854, pamphlet edition Statutes at Large, chap. 52, sec. 2, page 276; act of 4th August, 1854, pamphlet edition Statutes at Large, chap. 242, sec. 6, page 572; and joint resolution No. 18, of 18th August, 1856, pamphlet edition Statutes at Large, page 145.....	840 00
For wages of two laborers, per act of 4th August, 1854, pamphlet edition Statutes at Large, chap. 242, sec. 6, page 572; and joint resolution No. 18, of 18th August, 1856, pamphlet edition Statutes at Large, page 145.....	1,200 00
	<u>14,140 00</u>
Appropriated for the year ending June 30, 1857.....	<u>16,140 00</u>
<i>Contingent expenses.</i>	
For stationery, books, plans, drawings, and incidental labor	800 00
Appropriated for the year ending June 30, 1857.....	<u>800 00</u>
<i>Submitted.</i>	
One clerk, third class	1,600 00

NOTE.—The civil engineer of the bureau being also the civil engineer of the Washington navy yard, his salary is paid from the appropriation for superintendents, &c., which causes the diminution of the amount required for the support of the bureau.

BUREAU OF YARDS AND DOCKS, October 16, 1856.

Y. & D. No. 2.

Estimate of the pay of the officers attached to the recruiting stations for the year ending June 30, 1858, if no alteration is made in the number of stations.

Rank.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New Orleans.	Total.	Aggregate.
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 16, 1856.

Y. & D. No. 3.

Estimate of the pay of officers and others at navy yards and stations for the year ending June 30, 1858.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	\$18,060 00
1	Commander.....	2,100 00	
1	Lieutenant.....	1,500 00	
1	Master.....	1,000 00	
1	Surgeon.....	1,800 00	
1	Pursor.....	2,000 00	
1	Chaplain	1,500 00	
1	Passed midshipman.....	750 00	
1	Boatswain.....	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Sailmaker.....	700 00	
1	Pursor's assistant, when performing duties of clerk also ...	750 00	
1	Steward, (surgeon's)	360 00	
Submitted.			
	Increase to pay of pursor's assistant.....	150 00	
ORDINARY.			
1	Passed midshipman.....	750 00	3,822 00
1	Carpenter's mate.....	228 00	
11	Seamen, at \$180 each.....	1,980 00	
6	Ordinary seaman, at \$144 each	864 00	
CIVIL.			
1	Storekeeper.....	1,500 00	12,056 00
1	Naval constructor.....	2,600 00	
1	Civil engineer.....	1,500 00	
2	Superintendent of floating dock, &c.....	1,000 00	
1	Foreman and inspector of timber.....	900 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant.....	1,200 00	
1	Clerk to the storekeeper.....	900 00	
1	Clerk to the naval constructor.....	800 00	
1	Porter.....	456 00	
Total .....				33,938 00

BOSTON.

NAVAL.			
1	Captain	3,500 00	
1	Commander.....	2,100 00	
2	Lieutenants, at \$1,500 each	3,000 00	
1	Master.....	1,000 00	
1	Surgeon.....	1,800 00	

Y. & D. No. 3—Continued.

BOSTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Pursor	\$2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each	1,500 00	
1	Boatswain	800 00	
1	Gunner	800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to pursor	750 00	
1	Steward, (pursor's)	480 00	
1	Steward, (surgeon's)	480 00	
	<i>Submitted.</i>		\$22,610 00
	Increase to pay of clerk to pursor	250 00	
	HOSPITAL.		
1	Surgeon	2,000 00	
1	Assistant surgeon	1,150 00	
1	Steward	480 00	
1	Matron	204 00	
2	Nurses, at \$180 each	360 00	
1	Cook	204 00	
1	Washer	144 00	
3	Watchmen, at \$240 each	720 00	
			5,262 00
	CIVIL.		
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,000 00	
1	Measurer and inspector of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (2d) to the commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to the storekeeper	900 00	
1	Clerk to inspector of provisions and clothing, instead of 3d clerk to storekeeper	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			14,816 00
	Total		42,688 00
	<i>Submitted.</i>		
	Increase to pay of clerk to inspector of provisions and clothing	150 00	
	Increase to pay of clerk to constructor	100 00	
			250 00
	NOTE.—The surgeon of the yard will attend the marines also.		

REPORT OF THE
Y. & D. No. 3—Continued.

NEW YORK.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	
1	Commander	2,100 00	
2	Lieutenants, at \$1,500 each	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each	1,500 00	
1	Boatswain	800 00	
1	Gunner	800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to purser	750 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
			\$22,610 00
<i>Submitted.</i>			
	Increase to pay of clerk to purser	250 00	
HOSPITAL.			
1	Surgeon	2,250 00	
2	Assistant surgeons, at \$1,150 each	2,300 00	
1	Hospital steward	480 00	
1	Matron	204 00	
4	Nurses, at \$180 each	720 00	
2	Washers, at \$144 each	288 00	
2	Cooks, at \$168 each	336 00	
1	House cleaner	144 00	
1	Messenger	144 00	
1	Gate-keeper	360 00	
1	Gardener	276 00	
1	Porter	180 00	
2	Watchmen, at \$240 each	480 00	
1	Engineer for steam pump	360 00	
			8,522 00
LABORATORY.			
1	Surgeon, director of laboratory	2,250 00	
1	Assistant surgeon	1,150 00	
			3,400 00
CIVIL.			
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,500 00	
1	Inspector and measurer of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (second) to the commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (second) to the storekeeper	900 00	

Y. & D. No. 3—Continued.

NEW YORK—Continued.

No.	Officers, &c.	Pay	Amount.
1	Clerk to inspector of provisions and clothing, instead of third clerk to storekeeper	\$750 00	
1	Clerk to naval constructor	800 00	
1	Porter.....	456 00	
	Total.....		\$15,316 00
	<i>Submitted.</i>		
	Increase to pay of clerk to inspector of provisions and clothing.....	150 00	
	Increase to pay of clerk to naval constructor.....	100 00	
		250 00	
	NOTE. —The surgeon of the yard will attend the marines also.		
			49,848 00

PHILADELPHIA.

NAVAL.			
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Master	1,000 00	
1	Surgeon.....	1,800 00	
1	Purser	2,000 00	
1	Chaplain	1,500 00	
1	Passed midshipman.....	750 00	
1	Boatswain.....	700 00	
1	Gunner	700 00	
1	Carponter	700 00	
1	Sailmaker.....	700 00	
1	Purser's assistant, when performing the duties of clerk also.	750 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's)	360 00	
	<i>Submitted.</i>		
	Increase to pay of purser's assistant.....	150 00	
	HOSPITAL.		
1	Surgeon.....	2,250 00	
1	Passed assistant surgeon.....	1,150 00	
1	Steward, (surgeon's)	480 00	
1	Cook	156 00	
2	Nurses, at \$180 each	360 00	
2	Washers, at \$108 each.....	216 00	
	NAVAL ASYLUM.		
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Chaplain	1,600 00	
1	Secretary.....	900 00	
			18,540 00
			4,612 00

REPORT OF THE
Y. & D. No. 3—Continued.

PHILADELPHIA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Carpenter	\$800 00	
1	Steward to the asylum	480 00	
1	Purser's assistant	750 00	
1	Matron	204 00	
4	Washers, at \$108 each	432 00	
1	Cook	168 00	
2	Cook's assistants— one at \$120, and one at \$96	216 00	
4	Laundresses, at \$108 each	432 00	
8	Scrubbers and house cleaners, at \$96 each	768 00	
4	Laborers	288 00	
1	Master-at-arms	300 00	
1	Ship's corporal	240 00	
	<i>Submitted.</i>		\$14,578 00
	Increase to pay of purser's assistant	150 00	
	CIVIL.		
1	Storekeeper	1,500 00	
1	Naval constructor	2,600 00	
1	Superintendent of floating dock and machinery	1,000 00	
1	Measurer and inspector of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (second) to the commandant	960 00	
1	Clerk to the storekeeper	900 00	
1	Clerk (second) to the storekeeper	750 00	
1	Clerk to the naval constructor	800 00	
1	Porter	456 00	
	Total		12,416 00
	Total		50,146 00
	NOTE.—The surgeon of the yard is to attend the marines also.		

WASHINGTON.

NAVAL.			
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each	1,500 00	
1	Boatswain	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Purser's assistant, when performing the duties of clerk also	750 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
	<i>Submitted.</i>		19,210 00
	Increase to pay of purser's assistant	150 00	

Y. & D. No. 3—Continued.

WASHINGTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.	
ORDINARY.				
1	Passed midshipman.....	\$750 00	\$2,406 00	
1	Boatswain's mate.....	228 00		
1	Carpenter's mate.....	228 00		
10	Ordinary seamen, at \$120 each.....	1,200 00		
CIVIL.				
1	Storekeeper.....	1,700 00	17,596 00	
1	Naval constructor.....	2,600 00		
1	Inspector and measurer of timber.....	900 00		
1	Clerk of the yard.....	1,200 00		
1	Clerk to the commandant.....	1,200 00		
1	Clerk (2d) to the commandant.....	960 00		
1	Clerk to the storekeeper.....	1,200 00		
1	Clerk (2d) to the storekeeper.....	900 00		
1	Steam engineer and machinist.....	2,000 00		
1	Master tank and camboose maker.....	1,250 00		
1	Master chain cable and anchor maker.....	1,250 00		
1	Pyrotechnist.....	1,500 00		
1	Keeper of magazine.....	480 00		
1	Porter.....	456 00		
	Total.....			39,212 00
	NOTE.—The surgeon of the yard is to attend the marines also.			

NORFOLK.

NAVAL.			
1	Captain.....	3,500 00	26,010 00
1	Commander.....	2,100 00	
2	Lieutenants, at \$1,500 each.....	3,000 00	
2	Masters, at \$1,000 each.....	2,000 00	
1	Surgeon.....	1,800 00	
1	Purser.....	2,500 00	
1	Chaplain.....	1,500 00	
2	Passed midshipmon, at \$750 each.....	1,500 00	
2	Boatswains, at \$800 each.....	1,600 00	
2	Gunners, at \$800 each.....	1,600 00	
2	Carpenters, at \$800 each.....	1,600 00	
1	Sailmaker.....	800 00	
1	Gunner, keeper of magazine.....	800 00	
1	Clerk of the purser.....	750 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's).....	480 00	
	Submitted.		
	Increase to pay of purser's clerk.....	250 00	

REPORT OF THE
Y. & D. No. 3—Continued.

NORFOLK—Continued.

No.	Officers, &c.	Pay.	Aggregate.
HOSPITAL.			
1	Surgeon	\$2,000 00	
1	Passed assistant surgeon.....	1,150 00	
1	Assistant surgeon	950 00	
1	Steward	480 00	
1	Matron.....	204 00	
1	Gardener.....	276 00	
3	Nurses, at \$180 each.....	540 00	
2	Cooks, at \$168 each	336 00	
2	Washers, at \$144 each.....	288 00	
4	Boatmen, at \$120 each.....	480 00	
1	Boy.....	120 00	
<i>Submitted.</i>			\$6,824 00
	Increase to pay of boatmen.....	192 00	
CIVIL.			
1	Storekeeper	1,700 00	
1	Naval constructor.....	2,600 00	
1	Civil engineer.....	2,500 00	
1	Inspector and measurer of timber.....	1,200 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant.....	1,200 00	
1	Clerk (2d) to the commandant.....	960 00	
1	Clerk to the storekeeper.....	1,200 00	
1	Clerk (2d) to the storekeeper.....	900 00	
1	Clerk to inspector of provisions and clothing, instead of 3d clerk to storekeeper.....	750 00	
1	Clerk to the naval constructor	800 00	
1	Porter.....	450 00	
			15,466 00
Total			48,300 00
<i>Submitted.</i>			
	Increase to pay of clerk to inspector of provisions and clothing.....	150 00	
	Increase to pay of clerk to naval constructor.....	100 00	
		250 00	
NOTE.—The surgeon of the yard is to attend the marines also.			

PENSACOLA.

NAVAL.			
1	Captain	3,500 00	
1	Commander.....	2,100 00	
2	Lieutenants, at \$1,500 each.....	3,000 00	
1	Master	1,100 00	
1	Surgeon.....	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each	1,500 00	
1	Boatswain	800 00	

Y. & D. No. 3—Continued.

PENSACOLA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Gunner	\$800 00	\$21,810 00
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Purser's assistant, when performing the duties of clerk also.	750 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's).....	480 00	
	<i>Submitted.</i>		
	Increase to pay of purser's assistant	150 00	
	ORDINARY.		
1	Lieutenant	1,500 00	13,452 00
1	Carpenter's mate.....	228 00	
2	Boatswain's mates, at \$228 each	456 00	
1	Cook.....	228 00	
10	Seamen, at \$144 each.....	1,440 00	
80	Ordinary seamen, at \$120 each.....	9,600 00	
	HOSPITAL.		
1	Surgeon.....	2,250 00	8,274 00
2	Assistant surgeons, at \$950 each.....	1,900 00	
1	Steward.....	480 00	
1	Matron	250 00	
3	Nurses, at \$180 each	540 00	
2	Cooks, at \$168 each	336 00	
3	Washers, at \$144 each.....	432 00	
1	Baker	420 00	
1	Carter.....	144 00	
1	Messenger	168 00	
3	Watchmen, at \$360 each	1,080 00	
1	Gardener.....	274 00	
	CIVIL.		
1	Storekeeper.....	1,700 00	15,866 00
1	Naval constructor	2,600 00	
1	Civil engineer.....	3,000 00	
1	Inspector and measurer of timber	900 00	
1	Superintendent of floating dock and machinery.....	1,000 00	
1	Clerk of the yard,	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (2d) to the commandant.....	960 00	
1	Clerk to the storekeeper.....	1,200 00	
1	Clerk (2d) to the storekeeper.....	900 00	
1	Clerk (3d) to the storekeeper.....	750 00	
1	Porter.....	456 00	
	Total.....			59,402 00
	NOTE.—The surgeon of the yard is to attend the marines near the yard, and to such persons in the yard as the commandant may direct.		

Y. & D. No. 3—Continued.

MARE ISLAND—CALIFORNIA.

No.	Officers, &c.	Pay.	Aggregate.	
NAVAL.				
1	Captain	\$5,000 00	\$13,250 00	
1	Commander	3,000 00		
1	Master	1,500 00		
1	Surgeon	3,000 00		
1	Steward, (surgeon's)	750 00		
CIVIL.				
1	Navy agent, to do the duty of purser also	4,000 00	34,850 00	
1	Storekeeper	2,500 00		
1	Naval constructor	2,600 00		
1	Constructing engineer	4,000 00		
1	Clerk to navy agent ; one to do the duty of clerk of the yard also	3,000 00		
1	Clerk to navy agent	2,500 00		
1	Clerk and draughtsman to the constructing engineer	2,500 00		
1	Clerk to the storekeeper	1,500 00		
1	Clerk to the commandant	1,500 00		
1	Porter	750 00		
Total				38,100 00

SACKETT'S HARBOR.

NAVAL.			
1	Commander	2,100 00	3,100 00
1	Master	1,000 00	
Total			3,100 00

RECAPITULATION.

Yards.	Naval.	Ordinary.	Hospital.	Asylum.	Laboratory.	Civil.	Aggregate.
Portsmouth	\$18,060	\$3,822				\$12,056	\$33,938
Boston	22,610		5,262			14,816	42,688
New York	22,610		8,522		3,400	15,316	49,848
Philadelphia	18,540		4,612	14,578		12,416	50,146
Washington	19,210	2,406				17,596	39,212
Norfolk	26,010		6,824			15,466	48,300
Pensacola	21,810	13,452	8,274			15,866	59,402
Mare island	13,250					24,850	38,100
Sackett's harbor	3,100						3,100
Total	165,200	19,680	33,494	14,578	3,400	128,382	364,734
<i>Submitted.</i>							
Proposed increase	1,350		192	150		750	2,442

Y. & D. No. 4.

Statement showing the several sums which make up the amounts of the first and second items in the general estimate from the Bureau of Yards and Docks, for the year ending June 30, 1858, marked Y. & D. A.

FIRST ITEM.

For recruiting stations - - - -	\$36,600 00
For naval branch at yards and stations - ..	165,200 00
For hospital branch at yards and stations, including the naval asylum at Philadelphia, and the laboratory at New York - - - -	51,472 00
The ordinary branch at yards and stations - -	19,680 00
	<u>272,952 00</u>

SECOND ITEM.

For the civil branch at all the yards and stations -	<u>128,382 00</u>
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BUREAU OF YARDS AND DOCKS, *October 16, 1856.*

Y. & D. No. 5.

Estimate of the amount that will be required towards the construction and completion of works, and for the current repairs at the several navy yards, for the fiscal year ending June 30, 1858.

Portsmouth, N. H.

For quay wall and filling in; removing ledge; coal house; offices and muster room; tank shed; lodge for ordinary; engine house; repairs of all kinds -	<u>\$150,237 00</u>
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Boston.

For additional story to packing house and purser's store; embankment round machine shop; gutters for rope walk; extension of dry dock; completing dock engine, &c.; dredge boat and scows; paving part of Wapping street; reservoir, water-closets, and floating stages; repairs of all kinds - - - -	<u>381,260 00</u>
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Submitted.

For the purchase of water front, (see plan) - -	<u>80,000 00</u>
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New York.

For reservoir; stable; flagging on Flushing avenue; repairs of cob dock; yard fence; water-closets and lightning rods; paving and flagging; dry dock; quay wall; dredging; engine house; completing foundry, machine and boiler shop; completing smithery, saw mill, and carpenter's shop; timber shed; heating plumbers' and block shop; machinery for foundry boiler shop; smithery and coffee mill; filling in new purchase; and repairs of all kinds	-	-	-	-	-	<u>\$435,072 00</u>
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Philadelphia.

For addition to smithery; addition to engine house; repairs to floating dock; dredging channels; and repairs of all kinds	-	-	-	-	-	<u>73,065 00</u>
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Submitted.

For extension of yard, (see plan)	-	-	-	-	-	<u>85,000 00</u>
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Washington.

For completing slotting machine; wall west side of yard; grading and filling yard; wall east side of yard; dredging; muster office; machinery and tools; repairs of all kinds	-	-	-	-	-	<u>138,338 00</u>
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Submitted.

For purchase of land to Fourth, and between Third and Fourth streets, (see plan)	-	-	-	-	-	<u>121,512 00</u>
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Norfolk.

For quay wall and dredging; extension of boiler and forge shop; timber sheds Nos. 17 and 18; commencing ship house No. 48; commencing victualling establishment and purser's store; furnaces, cranes and tools for foundry; spar shed; completing ship house B, shed No. 48, and store house No. 14; completing dock engine and carpenter shop; and repairs of all kinds	-	-	-	-	-	<u>383,112 00</u>
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Pensacola.

For extension of granite wharf; foundry; dredging; launching slip; working floating dock, and repairs to same; improving spar pond and railway to same; completing fire engine house, rail tracks, steam box, pitch and oil houses; repairs of cisterns; and repairs of all kinds	-	-	-	-	-	<u>203,000 00</u>
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Mare Island.

For timber shed with mould loft above; cooper's and
 paint shop, with tank shed; coppersmith's, tinner's
 and plumber's shops; two blocks of officer's houses;
 two cisterns; permanent wharf; grading and paving;
 repairs of all kinds - - - - - \$362,308 00

Sackett's Harbor.

For repairs of ship house, fences, and other buildings - 1,000 00

RECAPITULATION.

Portsmouth, N. H.	-	-	-	-	-	150,237 00
Boston	-	-	-	-	-	381,260 00
New York	-	-	-	-	-	435,072 00
Philadelphia	-	-	-	-	-	73,065 00
Washington	-	-	-	-	-	138,338 00
Norfolk	-	-	-	-	-	383,112 00
Pensacola	-	-	-	-	-	203,000 00
Mare Island	-	-	-	-	-	362,308 00
Sackett's Harbor	-	-	-	-	-	1,000 00
						<u>2,127,392 00</u>

BUREAU OF YARDS AND DOCKS, *October 16, 1856.*

Y. & D. No. 6.

Estimate of the amount that will be required towards the construction and completion of works, and for the current repairs at the several naval hospitals for the year ending June 30, 1858.

Boston.

For repairs of buildings, &c. - - - - - \$2,500 00

New York.

For completing cemetery, repairs of buildings, fences, &c. 7,200 00

Naval Asylum, Philadelphia.

For south wall on Shippen street; grading, paving, and
 curbing Shippen street; repairs of furnaces, grates,
 cleaning, and whitewashing; gas, water rent, and
 furniture; repairs of all kinds - - - - - 15,800 00

Norfolk.

For surgeon's house, repairs of brick wall, and current repairs of buildings, &c.	-	-	-	-	-	<u>\$22,115 00</u>
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Pensacola.

For draining and filling ponds, and for general repairs of buildings, &c.	-	-	-	-	-	<u>16,000 00</u>
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RECAPITULATION.

For Boston	-	-	-	-	-	2,500 00
For New York	-	-	-	-	-	7,200 00
For Philadelphia (asylum)	-	-	-	-	-	15,800 00
For Norfolk	-	-	-	-	-	22,115 00
For Pensacola	-	-	-	-	-	16,000 00
Total	-	-	-	-	-	<u>63,615 00</u>

BUREAU OF YARDS AND DOCKS, *October 16, 1856.*

Y. & D. No. 7.

Estimate of the amounts that will be required towards the construction and completion of works, and for the current repairs at the several naval magazines for the fiscal year ending June 30, 1858.

Portsmouth, New Hampshire.

For filling and furnishing ordnance building and conductors, and for repairs of all kinds	-	-	-	-	-	<u>\$4,223 00</u>
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Boston.

For repairs of all kinds	-	-	-	-	-	<u>1,000 00</u>
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New York.

For completion of armory, loaded shell house and gun-carriage shed, sighting ground for cannon, new gun ground, small rowboat and shed, repairs of wharf, new pier and boat slip at Ellis' island, repairs of all kinds	-	-	-	-	-	<u>36,238 00</u>
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Philadelphia.

building wharf at Fort Mifflin, and repairs of all kinds - - - - -	<u>\$10,107 00</u>
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Washington.

For repairs of ordnance building - - -	<u>4,800 00</u>
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Norfolk.

For ordnance building, engine and machinery, sea wall at Fort Norfolk, and repairs of all kinds - - -	<u>56,090 00</u>
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Pensacola.

For repairs of all kinds - - - - -	<u>1,000 00</u>
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RECAPITULATION.

Portsmouth, New Hampshire - - - - -	4,223 00
Boston - - - - -	1,000 00
New York - - - - -	36,238 00
Philadelphia - - - - -	10,107 00
Washington - - - - -	4,800 00
Norfolk - - - - -	56,090 00
Pensacola - - - - -	1,000 00
Total - - - - -	<u>113,458 00</u>

BUREAU OF YARDS AND DOCKS, *October 16, 1856.*

An abstract or compendium of the annual report from the Bureau of Yards and Docks for the fiscal year ending June 30, 1858, showing:

The objects of improvement which have been completed at the several navy yards during the past year and the amounts expended thereon, arranged under each yard separately.

The progress which has been made on works that have been commenced but not completed, and the amounts expended on the same at each navy yard.

The objects of improvement deemed necessary for the service, with

full remarks on each, and the aggregate amount estimated for each navy yard separately.

The construction and completion of works at the naval hospitals and the naval asylum, with the amounts expended on each; also the improvements proposed and the amounts required to make them.

The same in reference to each of the magazines.

Recommendations in reference to the purchase of additional water front at the Boston navy yard, and the extension of the Philadelphia and Washington navy yards, stating the amounts necessary to effect those objects.

Remarks upon the state and condition of the dry-docks at Portsmouth, New Hampshire, Boston, New York, Philadelphia, Norfolk, Pensacola, and Mare Island.

States the number of inmates of the naval asylum at Philadelphia, the expenses of the establishment, views in relation to a system of pensions as being preferable to the present plan.

Timber agencies, the protection afforded to the timber on public lands, recommends the subject as worthy of the fostering care of the government, offers suggestions as to the qualifications desirable for timber agents to possess.

Report from the Bureau of Yards and Docks, in explanation of the Estimates from that Bureau under the head of each Navy Yard, as to works which have been completed during the past year; those now in progress; and as regards the estimates which are now submitted in detail, for the year ending 30th June, 1858.

PORTSMOUTH, N. H.

At this yard, during the past fiscal year, the following works have been completed:

1. Extension of ship-house No. 4 fifty feet, which has been done within the estimates heretofore submitted. The materials are of the best quality, and the work thoroughly performed.

2. Sewers and drainage have been commenced and completed during the fiscal year. About fourteen hundred lineal feet of cylindrical brick sewer have been laid in cement, by which the quarters are properly drained and the waste water of the cisterns made to subserve a useful purpose in carrying to tide-water all noxious and offensive substances. The sewer is also provided with trap-drains, for receiving surface water, in those parts of the yard through which this work passes.

3. Ledge back of timber sheds 13 and 27 has been removed, amounting to two thousand one hundred and eighty-four cubic yards, and a permanent stone wall erected against the high bank, and the whole graded and finished in a careful manner. By this improvement the rear of timber sheds 13 and 27 are accessible, and the expense of housing and removing timber in them materially reduced.

4. *Paving*.—This important work, by which the surface water is taken from the engine house and in rear of timber sheds 13 and 27, has been completed this year. In this work about seven hundred lineal feet of edge-stone and paved gutter have been laid.

5. New shell house for empty shells has been completed. This is of brick, substantially constructed, and is occupied for the purpose for which it was designed.

All the above work has been done agreeably to the orders pertaining to those objects.

The amount expended on these several objects during the fiscal year is \$12,724 88.

The works upon which expenditures have been made during the year, but which are not yet completed, are:

1. *Quay wall connecting with dock basin*.—This wall, being connected with, and for the protection of the dock basin walls, has been suspended until the repairs on the basin walls shall be commenced, and for this reason but a small expenditure has been made upon it during the past year.

2. *Drains, gutters and paving*.—This work is also connected with the completion of the dock basin, and awaits the commencement of that work, and consequently but a small expenditure has been made during the year.

3. *Dredging in front of basin*.—The deep basin, in which to sink the dock while receiving and docking ships, has been constantly progressing during the year. About 5,000 cubic yards of sand, gravel and earth have been removed. The chief work has been to level the bottom of the deep basin, and remove, as far as possible, the gravel, &c., from around the ledges which have been encountered as the work progressed. This gravel has been found at the extreme depth (thirty-two feet at common tides) to be mixed with a clay extremely hard, and at times mistaken for ledge. Nearly the whole area, 350 feet by 125 feet, has been reduced to a proper level, and the sides of the excavation sloped so that it is not probable the floating sediment will require the use of the dredging machine for several years. A commencement of removing the ledge has been made by the Pasley method, and with every prospect of success. Removing the broken stone, after it shall have been disconnected from the ledge, at first appeared an expensive and difficult operation, and to obviate this, the gravel and sand was removed from the neighborhood of the ledge, (so far as the machine could reach at extreme low tides,) and in these cavities the broken ledge was taken by the bell, and deposited so low as to be beyond the reach of the floor of the dock when resting upon the bottom of the deep basin. The remaining work will be to remove the ledge, probably six or eight hundred cubic yards, and to trim the uneven surfaces about it.

4. *Launching and hauling up ways at ship house No. 4*.—Soon after the keel of the Franklin was laid (in ship house No. 4) for her repair, the foundation for launching ways were examined, to ascertain whether she could with safety be launched in the then condition of the work. It was found that the stone rested on a wooden platform, the exposed timbers of which had been partly decayed, and the stone walls were

gradually giving way under their own weight. The stone was then taken up, and the platform, mud and earth removed to a firm and solid stratum. On this the stone walls were commenced anew, having a broad and secure base, and dependent upon nothing of a perishable nature. This work has been assiduously prosecuted, and during the year some 14,000 cubic feet of stone have been laid, and all by the diving bell. The work is now brought to a height where it can be reached by the workmen at low tides, and is safe for the launching of ships of any known tonnage. The capping courses are yet to be laid, and the stone whereon rest the timber launching ways are to be of hammered surfaces, a portion of which has already been done.

5. *Dock basin.*—The walls of the dock basin, which require repairs, have not yet been disturbed, except by action of frosts and tides. The timber for the coffer dam and other materials necessary for these repairs have been procured, and the work will soon be commenced.

6. *Tools for machinists and smiths.*—Progress has been made in the construction of these important appendages, and such as have been completed are in operation.

7. *Repairs of all kinds.*—Such repairs as were necessary have been put upon the different buildings, fences, docks, and wharves, and the total amount expended upon the foregoing objects during the fiscal year is, for labor \$16,013 41; for materials \$10,089 95, amounting in the aggregate to the sum of \$26,103 36.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: For quay wall A, B, on plan and filling in; removing ledge, coal-house, offices and muster room, tank shed, two hundred feet of quay wall, lodge for ordinary, engine house, and for repairs of all kinds, amounting in the aggregate to \$150,237.

1. *Quay wall A, B, on plan and filling in.*—The wall A, C, D, E, on the plan was constructed many years since, and evidently intended only as a bank wall. It has been found incapable of sustaining any considerable weight, and is regarded unsuitable as a landing place, even for building materials. This wall, and also the knee dock walls, are much out of repair, and an estimate is submitted, having in view the erection of a permanent granite wall, resting on ledge, and adding to the area of the yard one and a half acres of land. The timber dock is sufficiently capacious for the docking of both timber and knees, and it is recommended to fill up the old knee docks, and appropriate the stone to the new work. The inconvenient proximity of the gun park [in its present contracted limits] to the knee docks, the necessity of repairs to this unsuitable wall, and the peculiar appropriateness of this area as a site for an ordnance building, are the reasons urged for the early construction of this work.

2. *Removing ledge.*—It will be seen by reference to the plan of the yard that the ledges occupy the most conspicuous and serviceable portion of the area. For several years past, no appropriation has been made for this important object, and since the completion of the engine house and saw mill, these obstructions interfere with the expeditious performance of work. The appropriation is strongly urged, not only from the fact that the present ledges of rock and rough hills

have so unseemly an appearance, but that the space is required upon which to erect authorized and asked for improvements. In the present irregular surface of the yard, the roads for hauling are necessarily very circuitous, by which time is lost, and much additional labor is incurred. This is deemed one of the most essential improvements.

3. *Coal house.*—There is no provision made in this yard for storing coal under cover, and it is recommended to construct a permanent building in three apartments, capable of containing two hundred tons each. All the coal on hand in the yard, amounting at times to several hundred tons, is at present entirely exposed to the weather, or but imperfectly sheltered by such temporary cover as can be thrown around the pile. An upper story is recommended for tin, copper, and composition workshops. This description of work is now done in the smithery, and the tools are mingled in confusion with those of the smiths, and all the classes of workmen are interrupted and retarded by the inconvenient arrangement now existing.

4. *Offices and muster room.*—The rooms in the storehouse, occupied for offices are regarded as entirely too small for the business necessarily connected with the different branches of the service. This arrangement was evidently intended only as a temporary occupancy, and the proper distribution of the stores for ventilation, &c., and the prudent regard to the business of the station, render a building expressly appropriated to offices indispensably necessary. Much of the iron and steel in store is now placed in the cellar, and exposed to dampness, and the purser's stores are not in properly ventilated rooms, but at present there is no alternative. The present muster-house of the yard is a diminutive wooden shanty, contracted, unsightly, and not at all adapted to the purpose. There is no shelter near or about it for the men to muster in inclement weather, which is a great desideratum in this climate. It is also considered very important that the check officer should be separated entirely from the clerk of the yard, and have an office to himself, which in the present building is impossible. The office of the purser, and the only place he has for paying off, is at present in the upper story of a storehouse, very dark, inconvenient, and contracted. A new office is much required.

5. *Tank shed.*—This is recommended as a somewhat important appurtenance in the completeness of a naval depot. At present the tanks are either exposed to the weather or stowed away in such chance spots as can be found about the yard. There are now on hand the tanks belonging to the Constitution and Alabama, for which there is no suitable storage room. The tanks for the Santee remained exposed to the weather, without shelter, lying about the yard a year before they could be placed on board ship. The other tanks above referred to are promiscuously piled up in the ship-houses, and if those buildings should be wanted for their legitimate purposes, these tanks must be exposed to the storms as were those of the Santee. When the tanks for the Franklin are received they must remain uncovered until taken on board that ship, and should any vessel be ordered to this station for any considerable repairs, rendering the removal of her tanks necessary, there is no suitable room for their stowage under

cover. A plan is submitted which it is believed will afford ample room for tanks, and a convenient space in which to house the carts, wagons, &c., belonging to the yard, during the winter months, for which purpose there is now no appropriate place. In the winter season these indispensable articles are often covered with ice and snow, are much impaired thereby, and at times rendered almost useless. The item of repairs to carts, wheels, &c., is no small one, and it is believed that the improvement here recommended will greatly reduce it.

6. *Two hundred feet of quay wall.*—The extension of this wall has been suspended for some years,* and a small appropriation is recommended for the continuation of the work, having in view the final enclosure in a durable manner of the public grounds, and sufficient wharf room for the reception of timber and other materials to be used in that part of the yard. While stone and other materials are gradually advancing in price, on such works as are evidently necessary, (and this is certainly considered as among the number,) it is hoped no suspension will be made for any considerable time. It is believed the amount asked for will be sufficient to extend the wall 200 lineal feet.

7. *Lodge for ordinary.*—The present inconvenient building occupied by the warrant officers and their families, and the ordinary seamen, has long been a subject of complaint. The building is of brick, the centre is the lodge, and the extremities are occupied by the officers. The area occupied by each family in *both stories* is less than ninety square yards, while the lodge is of the same dimensions as that of the quarters of two families. The space allotted to each is regarded by the officers as entirely inadequate for the reasonable wants of families with children. The necessity of being so nearly connected with the seamen is very objectionable; their being in such close neighborhood with their superiors and their families is deemed subversive of strict discipline, and the building is too small and cannot well be enlarged. It is therefore proposed to construct a permanent building of brick, (for which plans are submitted, and the location designated on the plan of the yard,) for the use of the ordinary seamen, and the present quarters to be occupied solely by warrant officers and their families.

8. *Engine house.*—The third floor of this building is the *attic*, and so low as to be inconvenient for the machinery to be used to the best advantage, and the slope of the roof renders the available room exceedingly contracted in width. It is recommended to raise the roof fourteen feet, and carry the walls, in uniformity with the present work, to that height. This improvement is considered of great importance in facilitating the economical and rapid execution of ship work.

9. *Repairs of all kinds.*—This item embraces repairs of bridge, floating dock, officers' quarters, platform, landing stages, cranes, derricks, scows and yard boats, yards of smithery, painting timber sheds Nos. 6, 7, 13, 27 and 28, ship house No. 4, chimneys at engine house and smithery, boat house, and for all other incidental repairs, and is considered indispensably necessary.

BOSTON.

The following works have been completed at this yard during the past fiscal year, viz: stone wall west of timber dock; extension of ship house H, and slip; paving area between timber sheds, and around dry-dock. Upon these several objects there has been expended for labor, \$2,355 64, and for materials, \$2,710 31, amounting in the aggregate to \$5,065 95.

The works which have been in progress during the year, but which are not yet completed, are, cooperage and packing house; rebuilding battery and sheer wharf; smithery, machine shop and foundry; steam engine and pump for ropewalk; boiler house and chimney; new steam engine for dry-dock; removing coal house at smithery, stone wall north side of timber-dock, and filling in; rebuilding dry-dock engine, boiler house; extending city sewer to sea wall; finishing coal house at smithery, and repairs of all kinds. Upon these objects there has been expended the sum of \$165,941 93.

The cooperage and packing house is about one half finished, and a portion of the building is occupied. The work of rebuilding the battery and sheer wharf is completed, except the gravel dressing; one half of the foundation piles for the machine shop and other buildings connected therewith have been driven, and about one third of the stone foundation walls are laid and ready to receive the brick work. The steam engine and pump for the ropewalk have been erected, and are nearly completed and ready for use. The new boiler house and chimney form part of the machinists' establishment, and the foundations are partially prepared. The new steam engine and pumps for draining the dry-dock have been constructed and put in place, and are in operation. To complete the engine and boiler room, a small additional appropriation will be required. Removing and altering coal house also forms part of the arrangements for machine and other shops connected. The wall north of timber dock has been completed, and the filling in is in an advanced state, and will soon be finished. The dock engine boiler house has been erected, and only requires painting. The extension of the city sewer through the yard has been suspended for the purpose of effecting an arrangement with the city authorities for its final completion. The coal house for the ropewalk is finished, except fitting up the second story.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for an additional story to the cooperage and packing house; embankment around machine shop, foundry and smithery; copper gutters to ropewalk; extension of dry-dock 50 feet; reservoir at commandant's quarters; paving portion of Wapping street; water closets at lower part of yard; completing dock engine and engine room; dredge boat and scows; floating stages; two large scows; and for repairs of all kinds, amounting in the aggregate to the sum of \$381,260. An estimate for the extension of the water front of the yard, as per plan, is also submitted.

1. *Additional story to cooperage and packing house.*—As this building has been assigned to the Bureau of Provisions and Clothing for pursers'

stores, as well as containing a cooperage, a third story is much required.

2. *Embankment around machine shop, &c.*—This object is indispensable, the ground at the site for these buildings being so low as to require a considerable amount of filling up before convenient access can be obtained to the buildings when completed.

3. *Gutters for ropewalk.*—In consequence of the great deficiency of soft water at this yard business is at times seriously interrupted, and to obviate the difficulty it is deemed advisable to make arrangements for preserving the rain water that falls upon the different buildings. To this end an estimate is submitted for putting copper gutters to the large ropewalk building.

4. *Extension of dry-dock fifty feet.*—When the dry-dock at this yard was constructed it was supposed to be of ample dimensions to accommodate any ship which would ever be built for the navy; but since that period the size of the war steamers has been enlarged to such an extent that this dock is incapable of receiving the largest class, owing to their great length. It is therefore proposed to extend the dock by taking up the stone work forming its head, adding fifty feet to the length of the chamber, and replacing the head work, as at present. To do this it will not be necessary to construct a coffer dam, as the dock gate will exclude the water while the work is performed, and should urgent necessity require the use of the dock for repairing vessels while this improvement is in progress, it can be had without serious interruption. It is deemed necessary that the docks at the navy yards should be capable of receiving any national vessel that may require docking for repairs, and therefore the appropriation for this object is regarded as of much importance.

5. *Reservoir for commandant's quarters.*—The great deficiency of good water at this station renders this improvement highly necessary.

6. *Paving portion of Wapping street.*—This estimate is for paving that portion of Wapping street at the main entrance to the yard, and is deemed a very desirable improvement. The authorities of Charleston propose to furnish the remaining sum required to complete the work.

7. *Water closets for lower end of yard.*—Water closets are much needed for the accommodation of the large number of men employed in the rope making establishment. There being no convenience of the kind near these buildings much time is lost by the men in visiting distant places in the yard.

8. *Completing dock engine and engine room.*—An additional appropriation will be required to complete this important work in consequence of the great and unexpected expense incurred in preparing the foundations.

9. *Dredge boat and scows.*—The shifting nature of the soil composing the bottom along the wharves of the yard renders frequent dredging necessary in order to preserve a sufficient depth of water to accommodate heavy ships, and render communication along the water front unimpeded. An estimate is therefore submitted for the purchase of a suitable dredge boat, with a proper number of scows.

10. *Floating stages.*—The floating stages now in use are old, and

have become so much out of repair as to be nearly useless. These articles are indispensable, and it is proposed to construct new ones.

11. *Two large scows.*—These are much needed for the transportation of heavy articles from one end of the yard to the other, whereby a great saving in time and labor will be effected.

12. *Extension of water front of yard.*—The peculiar position of the property which it is proposed to purchase renders its possession by the government extremely desirable. The direction of the line separating this property from the yard is such as to cross one of the launching slips, and passes so near the sheer wharf, that if the property should be improved by the proprietors in the manner they propose doing, it will seriously incommode and interrupt the operations at the principal wharf for fitting out ships. The acquisition of this property will add materially to the deep water front, where accommodations are much needed, and are at present very contracted. An appropriation for this object is strongly urged.

13. *Repairs of all kinds.*—The amount submitted for this object is for repairs of roads and walks, fences and walls, storehouses and workshops, offices and officers' houses, drainage, wharves and docks, ropewalk, anchor hoy and water tank, and for other incidental repairs that may be required upon the various improvements during the year, and is deemed such as will be necessary for the proper protection of the public property.

NEW YORK.

During the past year the following works have been completed at this yard: Machinery for engine house, railing on wall, dry-dock pavement, and the iron work for engine house. On these several objects there has been expended during the year the sum of \$31,382 91.

The works upon which expenditures have been made, but which are not yet completed, are:

1. *Quay wall.*—During the past year that part of this wall lying between the eastern side of the dry-dock and the saw mill slip has been completed, except small portions of the upper course and of the coping. Four courses of the western side of the timber slip have been laid, and the piling and concrete of the eastern is finished and ready for the masonry, for which a quantity of cut stone has been prepared. On the west side of the dry-dock the sheet piling and concrete for one hundred and twenty feet in length were nearly finished last year, but no masonry has since been laid. It is desirable that both this and that in front of the saw mill be completed as soon as possible.

2. *Saw mill and machinery.*—A boiler shed has been added to the south end of this building since the date of the last report. The machinery which was erected under contract is completed and in satisfactory operation. It will be desirable, however, to make some additions to the foundation of the vertical saw, which has scarcely sufficient stability. The lower floor of this building is partitioned off for the blockmakers, who were removed from their temporary occupancy of the engine house. To make this establishment more perfect some further outlays will be necessary. The log ways require to be extended

further from the building, and to be provided with stationary rollers. The slip for the convenience of hauling in timber to the futtock saw remains to be completed, and apparatus for warming the building with steam is required. The great difficulty of obtaining a sufficient supply of fresh water for the boilers has rendered the use of salt water unavoidable, and consequently they will soon require repairs. An arrangement is now contemplated, however, by which it is hoped this difficulty will be overcome.

3. *Machinery for engine house, &c.*—The machine shop in this building has been furnished with sufficient machinery and other tools to perform ordinary repairs on steamers of the navy. The machinery was selected under authority from this bureau, and the officer entrusted with the duty was directed to be governed entirely by the quality of workmanship and materials, and to avail himself of all useful modern inventions in such machines; and it is believed that this machinery is all of a superior quality, equal to that in any other machine shop in the country. Since this shop has been put in operation extensive repairs have been made to the engines of the steamers *Mississippi*, *Arctic*, and *Despatch*, and great benefits have already been derived from the establishment. To build new engines of large size considerable additional machinery will be necessary.

4. *Smithery and extension.*—The smithery is in successful operation, and works well. One of Watt's patent steam hammers has been purchased and delivered, but there not being sufficient funds to erect the muffled furnaces, the hammer could not be put in operation, and therefore it has not yet been erected. To complete the establishment extensive additions will be required, viz: four muffled furnaces, two of which are for light work, steam hammers, cranes, &c., all of which are provided for in the estimates for the next year.

5. *Timber shed.*—This building has now received its roof and the flooring of the upper story. As a more perfect surface is necessary to make this suitable for a mould loft, an additional floor of white pine is required. The doors of the lower story have been made and sills fitted to the openings. The fears entertained for the stability of this building, on account of the treacherous nature of the soil, have happily proved unfounded; and the full settlement of the new filling on its site having now taken place, it may be considered perfectly secure for the future.

6. *Foundry and boiler shop.*—The walls of the foundry have been built, the moulding pits excavated, and the curb set; the wooden trusses to support the cranes, &c., are now being constructed. The walls of the foundry extension have also been erected, and the foundations for the cupolas, &c., prepared. One cupola has been ordered, and the blast pipes, blowers, and curbs have been delivered by the contractors. The main walls of the boiler shop have been completed, and are now receiving the framing of the roof. Nearly all the machinery ordered for this building has been furnished, and is ready for setting up. The steam engine and boiler formerly used in the old coffee mill have been put in good order and readiness to set up in this shop to drive the machines for the boiler-makers, plumbers, and ordnance fitting shop.

7. *Dredging channels.*—The dredging operations during the past year consisted chiefly in deepening the channel, so as to afford 20 feet water at low tide for a distance of 800 feet from ship house No. 1, (D,) and thence to and around the dry-dock, for the purpose of launching and docking the steamer Niagara. A large amount of dredging will be necessary in the construction of the quay wall and other projected improvements. During the last year the dredging machine has been but in good working order and the scows repaired. The old machine, though valuable on account of the materials of which it is constructed, is nevertheless so dilapidated as to be beyond repair without entailing great expense.

8. *Carpenters' shop.*—The foundation for this building was commenced last year, and since then the brick work and roof have been completed. The first floor has been partly filled in; the second floor is finished, and the third or loft partly laid. The doors, windows, and stairs are nearly all finished, but are not yet in place.

9. *Oakum shop and picker.*—This building is in process of construction by the contractor, and is nearly finished. No definite arrangement has yet been perfected with regard to the machinery, but the chief engineer has been directed to have it of the best kind and on the best terms.

10. *Paving and flagging.*—The avenue opposite the smithery and portions in the vicinity have been finished. There is a very large amount of this work still required in various parts of the yard.

11. *Dry-dock pavement.*—This work has been satisfactorily completed by Mr. George A. Buckingham, who took it in charge after the contract with Mr. Horace P. Russ had been abandoned.

12. *Timber and knee-dock.*—The expenditures under this head have been for the repairs of the engines and boilers of the steam dredging machine and pile driver.

13. *Filling in low places.*—In this important part of the navy yard improvements very little has been done this year, the funds being early exhausted. In the space between the boiler shop and timber shed a large quantity of filling is indispensable, the stability of these buildings being endangered by the want of firmness in the ground around their foundations.

14. *Repairs of all kinds.*—During the past year extensive repairs have been put upon many of the buildings, sheds, ship houses, docks, wharves, and fences, and due regard has been paid to their preservation and the protection of the public property. The amount expended upon the foregoing objects during the past fiscal year is the sum of \$298,942 89.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: Reservoir, stables, flagging on Flushing avenue, yard fence, water-closets, paving and flagging, repairs of cob-dock, dry-dock, lightning rods, quay wall, completing engine house, foundry, machine and boiler shops, smithery, saw mill, carpenter's shop, and timber shed; for heating plumber's and block shops and receiving store; dredging channels; additional machinery for foundry, boiler shop, smithery, and coffee manufactory; for filling

in new purchase, and for repairs of all kinds, amounting in the aggregate to \$435,072.

1. *Reservoir.*—The steam engines for the use of the yard will require, according to the calculations of the chief engineer having them in charge, a supply of fresh water far beyond that at present available for the purpose. The use of salt water is not only destructive to boilers but requires a greater consumption of coal, and the loss thus occasioned would in a short time be more than equivalent to the cost of the new works herein proposed for furnishing an abundant supply of fresh water. These consist, first, in a well bored to the gravel, which, at the point selected, will probably be reached at about eighty feet from the surface; an iron cylinder of five feet diameter will completely exclude all quicksand, surface springs, and salt water, and there is every reason to believe that the copious streams which underlay this section, will furnish an unlimited and never failing supply of fresh water. Second, of a reservoir to be built over the well; this is designed to be octagonal in form, with a diameter of fifty feet, resembling those already erected in the yard. The tank of a capacity of 200,000 gallons, to be of boiler iron, diminishing in thickness from the bottom to the top, and resting on girders supported by four iron columns about the centre, and at the circumference by substantial walls. The best location for this reservoir is opposite the east end of the engine house, and south of the dry-dock, which point is at no great distance from any of the boilers; the saw mill and boiler shop are about equidistant from it. This position is also favorable in two other points of view—one, that in an emergency, vessels in the dry dock may be immediately supplied with fresh water, and another is that the foundation of the dry-dock would probably be in a great measure relieved from the enormous pressure of water which is threatening its stability, and which has already raised the heavy mitre sills from their beds, and may yet lead to serious consequences.

2. *Stables.*—This appropriation is much needed, as the present yard stables are miserable old shanties, insufficient to accommodate the cattle and horses required to meet the demands for hauling timber, stone, and other materials and stores at this important station.

3. *Flagging on Flushing avenue.*—This avenue has been graded and paved by the city of Brooklyn; curb-stones have been set and the government is expected to flag the walks along its property, as other property holders are required to do by city regulations. This would be but just.

4. *Yard fence.*—This item is for enclosing a portion of the government property which is now exposed to depredation, and is considered necessary and important.

5. *Water closets for workmen.*—The privies for the accommodation of the workmen are located at a great distance from some of the shops, and much time is consumed by the men in passing to and from them. To avoid this great loss of time it is proposed to place convenient water closets in some of the workshops, and it is believed much economy will result from the arrangement.

6. *Paving and flagging.*—The soil of the yard is of such a nature that in wet seasons the hauling of heavy loads is very difficult, and

it is desirable that small appropriations should be annually made until all the principal roads are well paved and gravelled.

7. *Repairs of cob dock.*—On the south side of the property known as Block island, there are three slips for the accommodation of vessels; the water in front of the yard being very limited, these slips are of much importance, affording berths for vessels in ordinary, which would otherwise greatly interfere with those undergoing repairs, or receiving or delivering stores. Their maintenance in a proper state of repair is, therefore, an object of considerable importance.

8. *Dry dock.*—The amount asked for this object is for stopping leaks from springs below the foundation; painting and cleaning gates and machinery; cleaning culverts and such incidental repairs as are necessary to keep this important work in good condition for use.

9. *Lightning rods.*—Several of the buildings in the yard are yet unprovided with these essential appendages, and an estimate is submitted for that important object.

10. *Quay wall.*—An estimate is submitted for extending this work 200 feet. This is regarded as one of the most important objects of improvement. The old line of wharf is in a very dilapidated condition, and the stone facing should be extended along the whole front as soon as the nature of the work will admit. When the new purchase is filled in and improved, it will be a vast accession to the yard, and add greatly to its capacity for supplying the wants of the large number of vessels which generally centre here. Before these improvements can be accomplished, it is necessary that the water-front be secured by a good, permanent stone wall; and this appropriation is, therefore, strongly urged.

11. *Completing engine-house.*—For this object a small amount is asked for the galleries, and for providing a heating apparatus and pipes. The iron floors in this building are exceedingly uncomfortable for the workmen in cold weather, and it is proposed to cover them with thin plank.

12. *Completing foundry, machine and boiler-shops, and smithery.*—The amounts asked for these objects are for foundations for cranes; railroad and cars from foundry through smithery; apparatus for warming the buildings; foundation for steam-hammer; framing to support cranes, and for painting—all important and necessary objects.

13. *Completing saw-mill.*—For this building there are required repairs to the saw-gate foundation; pipes and apparatus for warming, and the completion of the machine for hauling up the logs. The amount asked is small, but very necessary to complete the establishment.

14. *Completion of carpenters' shop.*—The amount asked for this building is to supply a deficiency in the amount appropriated, arising, in part, from an insufficiency in the original estimate, and, perhaps, a want of closer supervision in its construction, as well as the increased cost of materials and labor since the estimate was made. The building is now nearly completed, and will soon be ready for occupation.

15. *Timber-shed.*—The cost of this building has also greatly exceeded the original estimate, chiefly from the great and unexpected difficulty encountered in securing a proper foundation, and, perhaps,

in part for want of care and attention in its superintendence. The building is now nearly covered, and will soon be ready for the storage of timber.

16. *For heating plumbers' and block-shops and navy store.*—The amount asked for this object is for pipes and heating apparatus for these buildings, thereby dispensing with stoves and open fires, and securing the comfort of the workmen and other occupants, and adding much to the safety of the public property.

17. *Dredging channels*—The constant accumulation of deposits in the channels and around the wharves renders it indispensably necessary that the dredging-machine should be frequently employed to preserve a sufficient depth of water for heavy ships passing to and from the dry dock. This item is one of the first importance.

18. *Machinery for foundry, boiler-shop, smithery, and coffee manufactory.*—These establishments are but partially provided with machinery for their operation; but to render them efficient and capable of meeting the demands which will be made upon them, additional tools are highly necessary; indeed, unless the establishments are furnished with full and complete sets of tools, the usefulness of the expenditures already made will be diminished.

19. *Filling on new purchase.*—This item is of great importance, and cannot be too strongly urged. The present available area of the yard is quite limited, and, in the execution of the large amount of work required at this station, much inconvenience is often experienced for want of working space. The working ground will not accommodate any new buildings, and is, perhaps, now too much crowded. The new purchase, when filled in and properly graded, will furnish ample accommodations for all the wants of the service at this station.

20. *Repairs of all kinds.*—The amount asked for this object is necessary for the annual repairs of the ship-houses, workshops, timber sheds, storehouses, docks, wharves, fences, &c.

PHILADELPHIA.

The works which have been completed at this yard during the past fiscal year are, new roof and extension of ship-house F, and new roof to ship-house G.

On these objects there has been expended for labor \$5,347 42, and for materials \$3,110 55, making an aggregate of \$8,457 97.

The works which have been in progress and are not yet completed are:

1. *Dredging.*—The dredging-machine has been in operation in front of the dock basin and along the wharves, and by it about 12,000 cubic yards of mud have been removed. There is now at the point where the floating dock is operated 38 feet, and generally in front of the wharves 30 feet of water at ordinary tides.

2. *Floating dock.*—The perishable materials of which this dock is constructed became even less durable than they would be under ordinary circumstances, from the nature of the exposure to which they are subjected, and, as a consequence, to keep it in good working order the utmost vigilance and frequent and expensive repairs are necessary.

The dock has done good service, is a valuable acquisition to the yard, and, though an expensive appendage to keep in repair, is worthy of the care of the government.

3. *Repairs of all kinds.*—Such repairs have been put upon the various buildings, docks, wharves, &c, as were necessary for their preservation and the proper protection of the public property.

The amount expended on these objects during the year is \$31,845 65.

Plans and estimates are submitted for the fiscal year ending June 30, 1858, for the following objects, viz: Addition to smithery, addition to engine-house, repairs to floating dock, dredging channels, and for repairs of all kinds; amounting to \$73,065. An estimate for the extension of the yard is also submitted.

1. *Addition to smithery.*—The smithery at this yard is entirely too small to meet any unusual demand for work. During the last summer it became necessary to have a large amount of work done outside of the yard, at much higher cost than in it; the present shop being insufficient to accommodate the number of workmen required to execute the work in proper time. It is therefore proposed to add 40 feet to the present building, which, though not so much as is desired, is all the space that can well be spared from the limited area of the yard for the purpose.

2. *Addition to hydraulic engine-house.*—The extension of this building will add greatly to the convenience of the yard, without loss of space available for other purposes. By this arrangement an increased amount of work can be performed by the dry dock hauling engine, when not employed in taking ships on and off the railways.

3. *Repairs of floating dock.*—The estimate for this object is not more than prudence would dictate to keep it in efficient working order. In view of the perishable nature of the materials of which this structure is composed, it is deemed economy at once to replace that portion of the sections most exposed to the action of the water, sun, and ice, by the substitution of a more durable material; and to that end it is proposed to construct six iron floats in place of those of wood now in use.

4. *Dredging channels.*—The amount asked for this object is indispensable for the preservation of a proper depth of water for operating the floating dock, and for maintaining berths at the wharves for heavy ships.

5. *Repairs of all kinds.*—The necessary annual repairs to the various storehouses, workshops, offices and other buildings, docks, wharves and fences, will require the full amount asked for under this head.

Extension of yard.—For many years past great inconvenience has been experienced at this yard from the very limited area enclosed within the walls; and since the construction of the floating dock, basin and railways, the large space occupied by the railways has become almost useless for other purposes. Several buildings are much needed in the yard, but there are no sites for them, and it is proposed and strongly urged that an appropriation should be made to purchase more land. If this station is to be maintained, it is important that it should be put upon a scale and in a condition to meet the demands of the service which may be made upon it, which cannot be done with the present insufficient area. Property conveniently situated on the

south side of the yard can be purchased, and it is hoped that Congress will avail of the present favorable opportunity for procuring it.

WASHINGTON.

The works which have been completed at this yard during the past year are marine railway, filling north of ordnance building, lining walls of slip, grading and filling, and fire-engine house, upon which several objects there has been expended for labor \$7,171 73, and for materials \$887 80; amounting in the aggregate to \$8,059 53.

The works which have been in progress, but are not yet completed, are:

1. *Extension of boiler-shop and conversion of old ordnance to machine shop.*—The work upon these objects has progressed rapidly during the past fiscal year. The west front of the building, 432 feet long and 65 feet wide; the south wing, 121 feet long and 65 feet wide; and the north wing, 135 feet long and 80 feet wide, are under cover and ready for occupation as soon as the necessary machinery is provided. In this establishment we have on the ground floor a room 216 feet long and 65 feet wide for a machine-shop for heavy tools, a fitting-up shop 135 feet long and 80 feet wide, with a gallery 12 feet wide extending all around; also a smithery 337 feet long and 65 feet wide, with provision for 68 forges, three small trip-hammers and a chain-cable proving machine. In the upper story are two rooms for machine-shops to accommodate light tools; one of these rooms is 216 feet long and 65 feet wide, and the other 337 feet long and 65 feet wide.

The boiler-shed, 97 feet long and 42 feet wide, and the large stack 145 feet high for furnishing draught for the boiler furnaces and forge flues have been completed and are ready for use. Connected with this stack there are about 900 feet of underground flues completed for conveying the smoke from the smithery forges to the stack. These flues appear perfectly tight, and it is believed will accomplish the desired object in a satisfactory manner.

2. *Steam-engine and machinery for ordnance building.*—During the past year some additions have been made to the amount of machinery in this building, and, in making the selections, care has been taken to purchase none but the best quality of tools. The department is now in good condition, and capable of turning out a large quantity of work at short notice.

3. *Quay-wall.*—This work has progressed satisfactorily, and would have been completed but for the delay in procuring the fender piles at a proper time. The severity of the past winter and the long continuance of ice in the river rendered it impossible for the contractor to deliver the timber when wanted. It has since been received, and the work will be completed this fall. About 1,200 lineal feet of wall have been built and completed, except the fender piles.

4. *Dredging channels.*—The dredging-machine has been actively and profitably employed. A passage has been cut for launching the steamer Minnesota; the channel along the wharves on the south side of the yard has been cleaned out and deepened, and an extensive bar between the navy yard and the main river, supposed to have been

formed by the fragment of the wreck of an old ship which was blown up some years since in experimenting with Colt's apparatus, has been removed. This machine is very efficient when in good condition, but now requirs extensive repairs.

5. *Steam-hammer and slotting-machines.*—The steam-hammer has been completed and set up ready for use as soon as the necessary boilers are procured. One small slotting-machine has been purchased, and considerable progress made towards the construction of a very large one. The funds allotted for this object have been exhausted, and the machine is not yet completed. The reasons for the insufficiency of the allotment are, first, that the amount allotted was \$1,000 less than the estimate; and second, that the foundations required by the contractors for the hammer and anvil were of a much more expensive character than was contemplated when the estimate was proposed.

6. *Forge-shop.*—The walls of this building were completed last autumn, since which time the work has been suspended in consequence of the failure of the contractor to supply the materials for the roof. The timber had been procured last summer, and was at Portsmouth, ready for shipment in ample time, when the appearance of yellow fever at that place rendered it impossible to obtain vessels for its transportation to this yard.

Although the failure of the contractor to deliver the timber at the time specified has caused much disappointment and delay in the completion of the building, it is evident that he made every possible exertion to comply with his engagements, and that he was prevented from doing so by causes beyond his control. The materials are now all in hand, and the building will soon be completed.

7. *Shoring ways.*—This object has been completed, with the exception of a small amount of filling and capping for the walls, for which the amount of unexpended balance is ample.

8. *Pavements, drains, and gutters.*—During the past fiscal year about 8,000 square yards of pebble pavement have been laid, the benefits of which have been fully realized by furnishing easy transportation for heavy materials over roads which before were at times almost impassable. There is now on hand material for about 12,000 square yards of additional pavement.

9. *Raising roof of brass foundry.*—An additional story has been put upon this building, making it on a level with, and conforming to those adjoining. The appropriation being sufficient to put an iron roof on this foundry instead of wood, as at first contemplated, one consisting of an iron frame, covered with slate, was ordered from Merrick & Sons, which has been completed and erected. This roof appears to be an excellent job. The building is now occupied, and the additional elevation has added greatly to the comfort of the workmen; and as there is now a ventilator in the roof, extending over the whole length of the foundry, the deleterious gasses pass off freely, whereby it is believed that most of the bad effects upon the health of the men will be obviated. The work is completed, except painting and some little repairs to the crane, steps, &c., for which there are sufficient funds remaining.

10. *Reservoir.*—A reservoir, capable of containing 120,000 gallons

of water, and provided with a filtering apparatus, has been erected on the most elevated part of the yard, having sufficient height to supply the officers' quarters and the different workshops. A line of pipe, from one of the Worthington pumps, is connected with this reservoir, so that an abundant supply can at all times be procured from the river. Lines of service pipes are yet to be laid to convey the water to the different points where required, and, when completed, this will be a valuable acquisition to the yard, as at present most of the water used for drinking purposes is hauled in barrels, from a spring outside the yard, at a considerable distance.

11. *Gas pipes and fixtures.*—Twenty-three outside lamps have been erected, and the gas introduced in the different quarters—at all of which points it has been in use since July, 1855. Much annoyance was experienced during the last winter from the inferior quality and inadequate supply of gas, both of which were ascribed by the company to the extraordinary severity of the weather.

12. *Repairs of all kinds.*—Under this head such repairs have been put upon the different workshops, furnaces, machinery, wharves, roads, fences, quarters, &c., as a due regard for the protection and preservation of the public property and the comfort of the workmen rendered necessary. The amount expended during the year upon the above objects is, for labor, \$66,127 33; and for materials, \$68,763 12; amounting in the aggregate to the sum of \$134,890 45.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: Completing large slotting-machine; wall west side of yard, (540 feet); covering and filling space inside of wall; wall east side of yard, (348 feet); grading and filling; dredging channels; muster office; machinery and tools; repairs of all kinds—amounting in the aggregate to the sum of \$138,338. An estimate is also submitted for extending the yard, amounting to the sum of \$121,512.

1. *Completing large slotting-machine.*—The amount asked for this object is to cover a deficiency in the appropriation before alluded to. The machine is in a state of forwardness, the castings are all made, and but a small amount is required to put it in operation.

2. *Wall west side of yard.*—The present enclosure on the west side of this yard is an old wooden fence, much decayed, and affords no protection against evil-disposed persons, who may at any time during the night effect an entrance and do serious damage to the public property. This fence is not on the proper boundary line, but some sixty feet within that line; and it is proposed to erect the new wall upon the true line, and thus enclose a space 540 feet long and about 60 feet wide, which is at present useless.

3. *Covering and filling space inside of west wall.*—If the amount estimated for the west wall is granted, an appropriation to cover and fill the space enclosed by the new wall will be necessary to complete that portion of the yard, and render it available for useful purposes.

4. *Wall on east side of yard.*—The enclosure on the east side of the yard, from the south end of the ship-house to the end of the pier, is of the same character as that on the west side, being an old, dilapidated board fence, affording no protection against those who may be dis-

posed to enter the yard at night for evil purposes, or against those who may design to pass out copper or other valuable articles from within. This improvement is regarded of much importance, and the appropriation is strongly urged.

5. *Grading and filling.*—Small appropriations have heretofore been made for this object, the expenditure of which has been of great benefit to the yard. There are yet many low places around the new buildings, and at other points, which require filling up; and this object is considered of much importance, adding greatly to the conveniences and facilities for the transportation and stowage of materials, while it will contribute to the improvement of the health of those employed and living in the yard.

6. *Dredging channels.*—An estimate is submitted for maintaining the dredging-machine in operation in cleaning out the channels around the yard. This machine is a good one, and should always be kept in order; and if the proposed improvements on the west side of the yard are sanctioned and provided for, the mud excavated from the channels will furnish all the filling that will be required for those objects.

7. *Muster office.*—The want of a proper and convenient place for mustering the workmen is a source of great annoyance at this yard. At several yards suitable houses have been built which afford shelter and protection during bad weather, while here the workmen are mustered at the gates, by which arrangement large bodies of men are collected twice during the day at great inconvenience; besides, the men are obliged to stand in the street without shelter, exposed to the sun and bad weather, until the proper time arrives for calling the roll. The plan of the building proposed provides offices for the clerk of the yard and his assistant, with rooms above for the constructing engineer, his clerk and draughtsman, and on either side a covered porch for the accommodation of the workmen. Its location should be central, so that the men, after answering to their names, may repair to their respective workshops with as little delay as possible.

8. *Machinery and tools.*—This yard is very deficient in means for landing and shipping heavy articles, there being but one small crane on the whole water front, and this not capable of lifting with safety a weight exceeding five tons. An estimate is submitted for the purchase of two additional iron cranes, each capable of lifting ten tons, and of a pattern similar to some furnished for the Norfolk yard. These cranes will be found extremely useful, and are deemed highly necessary.

The faggoting hammer now in use is very inefficient, often out of order, and requires a large expenditure of steam for its operation. A much better, more efficient, and economical hammer has been patented by J. Watt, of Boston, and several of them are in operation, and are highly recommended by those who have adopted them. It is proposed to remove the present inferior hammer, and substitute one of Watt's patent of the same weight.

In the new smithery it is desirable to erect three small trip-hammers to be driven by belts. These hammers will be found most valu-

able appendages, and will add greatly to the facilities for forging medium-size work. An estimate is submitted for the purchase of three different sizes. An estimate is also included for the purchase of iron forges, which are simple, convenient, and durable.

No provision having yet been made for machinery for hauling up vessels on the marine railway, an estimate for that object is presented. The use of capstans and falls in hauling up vessels is tedious and expensive as well as dangerous, and the operation will be much expedited by the introduction of machinery and steam power.

Planers' lathes and cranes are much wanted in the machine-shop, foundry, and plumbers' department, and an estimate is presented for purchasing additional tools of this description, and for moving the machinery into the new building.

9. *Repairs of all kinds.*—The demands upon this fund at this yard, where there are so many furnaces and so much machinery in constant operation, and frequently requiring repairs, must necessarily be numerous and heavy. The amount estimated will be required for the repairs of the ship-houses, workshops, and storehouses, quarters, furnaces, machinery, wharves, roads, fences, bridges, lamps, and other miscellaneous objects.

10. *Addition to yard.*—For several years past estimates have been submitted for extending the area of this yard, and the necessity for the enlargement becomes daily more apparent. The present boundaries enclose an area entirely inadequate for the erection of the buildings and other improvements necessary to accomplish the work contemplated here, unless the buildings are crowded together in an unsafe and inconvenient manner. Around the foundries and machine-shops a large space is indispensable for the stowage of flasks, iron, old boilers, and machinery, which, although useless in their then condition, are valuable as materials to be converted into other forms. The water front is so limited that great inconvenience is often experienced for want of room to discharge vessels bringing supplies to the yard; and when naval vessels are occupying a part of the water front, this difficulty is greatly increased.

It is believed that the most judicious and economical plan of extension is to make all the enlargement on the west side of the yard by purchasing all the property between it and the east side of Third street. Adjoining the yard on the west is an extensive creek, which, in its present condition, is doubtless a nuisance, and must have a very injurious effect upon the health of those residing in its vicinity. If purchased by the government, a good portion of it would probably be appropriated for ordnance works, where an establishment of this sort will always be kept under the eye of the government; and when filled up would add valuable ground, now much needed, and contribute greatly to the health of the neighborhood.

This creek extends to Fourth street, and between Third and Fourth the land is high, and from it may be obtained a large amount of excellent filling for the low grounds in the yard. The water in front of this property is deeper than at the present yard, and there are good wharves already constructed and in daily use.

Another reason for this extension is, that it is extremely desirable

that the buildings appropriated for ordnance works should be located as far as possible from other buildings, such as foundries and machine-shops, where heavy and constant fires are kept. At times large quantities of combustible and explosive articles are collected in the ordnance building, and its close proximity to the foundries renders it at all times liable to accidents, which would be probably attended with serious loss of life.

Three years since application was made to the proprietors of this property for the terms on which they would relinquish their rights to the government, and it was ascertained that the property on the west as far as Fourth street could be obtained for the sum of \$31,511 86. Recently an effort has been made to ascertain the price at which the property between Third and Fourth streets can be purchased; but in consequence of the refusal of some of the proprietors to name a definite price for their property, it has been found impossible at present to obtain more than an approximate estimate. Judging, however, by the value put upon most of the lots by the proprietors, this property can be purchased for about \$90,000.

Under the full conviction that the public interest will be greatly promoted by this purchase, the estimate is submitted and an appropriation strongly urged.

NORFOLK.

In consequence of the prevalence of the yellow fever at this station during the last summer, no report was made of works completed, and consequently this report will embrace the works completed during the last two fiscal years. They are—

1. *Culvert for draining saw-shed.*—This work serves fully the object contemplated by its use in thoroughly draining the saw-pits in the burnetizing building, and adds considerably to the supply of fresh water in the timber dock. It is built of brick laid in hydraulic cement, and rests upon a plank foundation.

2. *Timber dock.*—This work was reported nearly completed in the annual report for the fiscal year ending 30th June, 1854, and was finished soon after the date of that report. Nothing has been expended upon it during the last year.

3. *Extension of ship-house B and shed over slip No. 48.*—This object was also completed in December, 1854, and there has been no expenditure upon it during the past year. The new steamers "Roanoke" and "Colorado" were built under these buildings.

4. *Storehouse No. 14.*—This work has extended much beyond the original designs; and having been turned over to the exclusive use of the Bureau of Provisions and Clothing, was found to require an especial fitting-up for that purpose, and the building is now temporarily occupied for the stores of that department.

5. *Reservoir west of No. 14.*—The location of this object was at first proposed within the square formed by buildings 13, 14, 15, and 16, but subsequently the present site was selected as preferable. It will contain about 124,000 gallons, and is supplied from the roofs of Nos. 14 and 16. When full, it affords a head of about 14½ feet above the grade of the yard. It is supplied with pipes which lead to the

wharf at the masting shears, between ship-houses A and B, and furnishes means for watering ships with the greatest facility without the necessity of a resort to lifting power. Hydrants have also been arranged at various points in connexion with the reservoir for the service of the yard, which contribute materially to the safety of the buildings in case of fire.

6. *Fixtures for lighting yard with gas.*—This object was so far advanced towards completion in January, 1855, that the lighting of the yard by it was then commenced. Some few details have since been added to those undertaken and completed by the contractors, and its final completion is now reported, notwithstanding it has been in constant use since the above date. Upon these several objects there has been expended during the year, for labor, \$16,320 68; and for materials, \$15,436 84; making an aggregate of \$31,757 52.

The works which have been in progress during the past year, but which are not yet completed, are :

1. *Launching slips and extension of quay walls.*—Up to this date the work upon this object, which is now confined to the line of quay wall commencing at the entrance of the timber dock on the south side thereof, has steadily progressed, except during the season of the epidemic of last year, and the foundations have been laid and completed for a distance of 255 feet from the abovenamed starting point. The masonry upon 120 feet of this distance, including the buttresses, has been laid up to within $1\frac{1}{2}$ foot of the top of the coping; another portion of 45 feet has been laid up nearly to low-water mark, and the balance of the prepared foundation will be ready in a few days for the reception of masonry. A very large portion of granite for this work has been hammered for laying, for which it is now ready.

2. *Sheds and machinery for saw-mill and setting up engine, boilers and machinery.*—This object is so far completed that it is now ready for trial with the saws, and will be turned over to the proper department for use in a few days. Some few fixtures will be further required to render this mill complete, such as the completion of the hauling-up gear for the third saw, the apparatus for hauling up timber landed at the yard, (by which means the use of cattle will be dispensed with,) and an additional circular saw for cutting slabs, &c.

3. *Foundry, boiler and machine shop, and tools for the same.*—These headings constitute the founding and machine establishment, and the several details as therein named have progressed with the most satisfactory results from their commencement. As in the case of other improvements in the yard, the progress of this was impeded by the epidemic of last year; but by the energy of the master mason, Mr. Herbert, it was not suffered to stop. He succeeded in keeping a small gang upon the work, and the large moulding pit and the cylinder pit were nearly finished in that season. Since the general resumption of business, a large force has been employed on this establishment, and the piling foundations and almost the entire masonry for the foundry have been completed; the walls are now within a few feet of the square, and will be ready for the roof in three or four weeks. The chimney, 116 feet high, with a flue of 16 square feet, is finished.

The master machinist reports that all the tools now under contract

have been delivered, with the exception of the large spliver, and one half of them set up. The driving shaft in the north wing, and in the main portion of the second story, is completed, and that in the south wing is about two-thirds up. The work of a traveling crane in the erecting shop, or north wing of the machine shop, is commenced, and the castings for a new engine for this establishment have been furnished, and commenced in the fitting up. All the designs for the machinery and fixtures in the foundry have been completed, the principal portions of the cupola castings made, the blowing fans received, and the hoisting gear of three of the foundry cranes ordered; and it is believed that the foundry will be in a condition for operations in casting during the next winter.

The work on the boiler and forge shops, making a part of this establishment, has just been commenced; the excavations are completed, the foundation masonry is commenced, and a large portion of materials of all kinds have been received.

4. *Dredging channels and filling low grounds.*—The work has progressed in the usual manner, the channel along the yard has been deepened, a large amount of excavation performed in the canal No. 42, leading to the foundry, and the mud excavated has been used in filling up low places in various parts of the yard.

5. *Reservoirs for rain water.*—Under this head are included two reservoirs, one of which, with a capacity of 90,000 gallons, is located at Fort Norfolk. This has been completed so far as the masonry is concerned, and the service pipes are now being prepared for conveying water to the end of the wharf at that point for supplying ships. The guttering of the magazine is in progress and will soon be completed, and in a few weeks this reservoir will be ready for receiving water. The other reservoir, of about 128,000 gallons capacity, is located in the yard near the burnetizing house and timber sheds No. 32 and 33. The sheet piling has been driven for this, and one fourth of the excavation executed.

6. *Engine for dry dock.*—The engine and new pumps for this object were furnished and set up by contract, the government to execute all the masonry and carpentry. The work has been got up in excellent style, and is so far advanced towards completion that it is believed the machinery will soon be ready for operation.

7. *Carpenters' shop.*—The masonry for the foundation of this building has been laid, including the hammered tablet course, and in a few days will be ready for the brick work. The joinery is well advanced; the first story window frames are completed and the second story frames are nearly so; the dormer window frames are commenced and the roof is partly framed. The doors are also partly made, and the whole work is in good progress, and the building will be completed in about six months should there be no delay in the delivery of materials.

8. *Scows, landing cranes and derricks.*—The appropriation under this head has been applied to the objects specified, except that no new scows have yet been built under it. Several new derricks required for the various buildings have been built, and two large camels or lighters have been constructed; also, contracts have been made for the

delivery of two large landing cranes—articles much needed for landing and shipping heavy materials. The repairs of several scows have been charged to this appropriation in consequence of the exhausted state of the general repairs fund.

9. *Steam boxes and boilers and pitch house.*—Nothing has been done under this head except to contract for their materials, a small portion of which has been delivered.

10. *Repairs of all kinds.*—Under this head several important changes in old and inconvenient arrangements have been made with great advantage in comfort and economy. At the smithery a new boiler-house has been built, and the boilers removed from the finishing shop of this establishment, which has given a considerable space for the workmen and machinery and rendered the premises both safer and more convenient than before. A large lime and cement shed, which was much needed, has been put up and is now in use. The western gateway has been widened and a large extent of the yard wall has been repointed.

Ship-house A has been repaired and thoroughly painted, as well as several other buildings. The walls of the timber dock have been repointed, and the masonry, generally, on the yard has been extensively repaired. The sail-loft has been improved by the addition of important fixtures, especially a large platform for the storage of sails. The old sewer has been found insufficient during sickness, and a new one has been laid.

The above constitute the larger items under this head; but extensive repairs have been made in addition, as building chimneys to the mast-house, repairing the various quarters, scows, lighters, batteaux, plank walks, bridges, buoys, fences, &c., and general whitewashing.

Upon these various items there has been expended during the past fiscal year for labor \$119,155 96, and for materials \$93,363 64, making an aggregate of \$212,519 60.

Plans and estimates are submitted for the fiscal year ending June 30, 1858, for the following objects, viz: For continuation of quay-wall and dredging; extension of boiler and forge shop; timber sheds, Nos. 17 and 18; ship-house No. 48; victualling establishment and purser's storehouse; furnaces, cranes, and tools for foundry; shed for storing spars; for excess on ship-house B and shed No. 48; excess on storehouse No. 14; excess on repairs of all kinds; completing dry-dock engine; for completing carpenters' shop, and for repairs of all kinds, amounting in the aggregate to the sum of \$383,112.

1. *Continuation of quay-wall and dredging.*—This important work is now in progress, and with the present acquisition of improved facilities and experience in this kind of work, it is confidently believed that hereafter this object will be prosecuted with greater despatch and economy than heretofore. The importance of more wharf room is becoming more and more apparent at this station, and it is highly necessary that this line of wall should be extended as fast as circumstances will permit. The estimate is for the continuation of the wall two hundred feet beyond the point to which it is expected the appropriation asked for last year will complete it. In connexion with this

work a large amount of dredging is necessary, and a portion of the amount asked for is for that object.

2. *Extension of boiler and forge shop.*—This item is for extending this shop, which the wants of the work at this yard require.

3. *Timber sheds Nos. 17 and 18.*—The necessity for the erection of more buildings for the storage of timber is much felt. A large portion of the stock now in the yards is not housed at all, and another portion is temporarily covered by rough and insecure sheds. The present designs are arranged in two stories for the purpose of extending the convenience of these buildings by providing room and facilities for other objects besides the storage of timber, the economy and propriety of which arrangement will be readily seen and appreciated.

4. *Ship-house No. 48.*—A temporary shed was erected upon this site for the protection of the steam-frigate "Colorado" while under construction, and, being designed only for an urgent occasion, it was not constructed in a manner to justify a further dependence upon its use. The importance of this site for building large ships must be considered paramount to any other at present available on the yard, and demands a large and permanent house to cover it. The amount asked for is to commence the building.

5. *Victualling establishment and purser's storehouse.*—The wants of the service at this yard in regard to storehouses were anticipated in providing sites upon the plan for a large number of such buildings, and the present demands for storage, &c., already exceed the capacity of existing facilities. This building is much needed, and it is intended to have it so arranged that, if deemed necessary, one of its divisions may be completed as a bakery.

The object in erecting this building upon the wharf, and near the water, is for convenience of vessels in discharging and receiving supplies, and to save the transportation of stores, which always involves expense, delay, and injury to packages, and waste of materials. The north front of the building will face the wall forming the continuation of the south side of the timber dock, will also form the quay wall, where vessels bringing stores can discharge; the east front will lie parallel with the quay wall now in progress, and which, when completed, will bound the deepest water at the yard, where ships of all classes can come alongside and receive their provisions, &c., by mere handling from the store. This position will give at all times access to two sides of the building by water.

The form proposed as most advantageous for such a building and its site, is a main or south front of one hundred and ninety feet six inches, by sixty feet six inches, with two wings making the east and west fronts, returning from the main body ninety feet, and giving the whole length of these fronts one hundred and fifty feet six inches. The wings are also to be sixty feet six inches wide, leaving an extensive area between them, which is proposed to be covered with a shed for the inspection of beef and pork before reception. The building is designed to be fire-proof, of brick and iron throughout.

An important consideration to be observed in regard to this design, and the proposed site, is the *time of its commencement*. The site is now being enclosed by a quay-wall for a wharf, and if it be deter-

mined to adopt the proposed building, the piles for its foundation can be driven at the least expense, and the foundations prepared, and walls and floor laid, without the obligation of making the excavations which must necessarily be performed if these operations are deferred until the wharf is finished and the site filled in. It is therefore recommended that the piles be driven and the foundations commenced in the next fiscal year, and for this purpose the appropriation is asked for commencing it.

6. *Furnace, cranes, and tools for foundry.*—A portion of the tools for this building has been provided, others are necessary to put the establishment in complete working condition; and an estimate is submitted for that object.

7. *Shed for storing spars.*—A building for the housing and shelter of masts, spars, &c., has long been needed in this yard. The present spar shed has heretofore been in part used for this purpose; but all the space in this building is wanted for the manufacture of these articles.

8. *Excess on ship-house B, and shed No. 48.*—The excess of the cost of this work over the original estimate is accounted for by the necessity which existed for extending the length of the shed, and addition to the ship-house, beyond the first calculation, and also covering the sides of both buildings to an additional extent.

9. *Excess on storehouse No. 14.*—The excess of cost of this building over the last estimate is attributable to a large increase of labor over the calculations made by the mason and joiner, who were relied upon in submitting the last estimates for completion, this excess of labor being found in their departments.

10. *Excess on repairs of all kinds.*—This excess arose from the circumstance of large and unexpected demands upon this fund, which were of such a nature as to admit of no delay; and the good of the service required that the expenditure should be promptly made.

11. *Completing dock engine, &c.*—This engine and pump have been so far completed as to admit of their use; but a small additional appropriation is required to complete some of the foundations, and for enclosing the engine and engine-room.

12. *Completing carpenter's shop.*—The amount appropriated for this building has proved inadequate for its completion, and an additional estimate is submitted for that object.

13. *Repairs of all kinds.*—The amount estimated for under this head is for repairs of mast-house No. 28, timber-sheds Nos. 30, 31, and 32, officers' quarters, bridges, pile-wharves, dock-gates, boat-landings, scows, lighters, engines, machinery, cranes, derricks, and tools for miscellaneous repairs that may become necessary during the year.

PENSACOLA.

The works of improvement which have been completed at this yard during the past year are:

1. *Removal of old sunken caisson.*—This work has recently been satisfactorily completed under the contract made with Mr. James A.

Whipple, The obstruction that it presented to the passage of vessels has been entirely removed, and there is now a depth of water over its highest point at low tide of thirty feet. About one hundred cubic yards of rubble sandstone were taken from it and deposited at the northeast corner of the permanent wharf in such a manner as that it will guard against the undermining of that work by the current. Since the removal of the caisson the force of the current against the corner of the permanent wharf has been materially reduced, as the obstruction stood at such an angle with the wharf that it turned the current with increased velocity towards it.

The excess of expenditure on this work over the estimate was caused by the necessary repairs done on the diving-bell scow furnished by the government, according to the terms of the contract, and the procuring of materials for the work before the contract was made, the use of which was superseded.

2. *Fire-engine house.*—This building has been so nearly finished that it is deemed proper to embrace it in the report of completed objects. The materials and labor have been found to cost a little more than the amount estimated, and it is therefore necessary to ask for a small amount to cover this excess. The amount expended on these objects during the past year is \$13,818 66.

The works which have been in progress during the past year, but which are not yet completed, are—

1. *Permanent wharf, deep basin and dredging.*—The construction of these works progressed without interruption until the general suspension of work in April, 1856, in consequence of the appropriations being exhausted. The following work has been done, viz: preparing foundations for the west wall of the deep basin, and continuation of the wharf west of said basin; finishing the east wall and building on the west wall thereof, and finishing the dredging and driving and sawing off the foundation piles for the breast-wall coping.

There has been dredged since the 1st of July, 1855, 12,300 cubic yards of sand and mud in 18 to 35 feet of water. 392 sheet, foundation, and stage piles have been driven into the sand and mud bottom 20 feet on an average, nearly all of which have been sawed off at a proper depth to receive concrete foundation; and 1,658 cubic yards of granite and concrete masonry have been laid.

About 7,000 cubic yards of sand have been deposited behind the east wall of the deep basin, which wall is now completed. About 3,000 yards of filling in is yet to be done behind the east wall before the paving can be done.

The lower course of masonry of the west wall of the deep basin has been advanced to within 60 feet of the outer angle. All the sheet and foundation piles for the west side have been driven and cut off ready for the concrete foundation, and the foundation piles driven and most of them cut off for 80 feet on the line I, K. A large new pile-driver scow has been built and put in operation, and extensive repairs have been put upon the excavator.

The work of preparing the foundation for the west side was delayed and rendered more expensive than was anticipated by several causes. The large dredge requiring too much room for working, the excava-

tor had to be used for removing sand and mud on the site of the foundation toward the middle and lower end of the west wall. After the back stage piles were driven, and before driving the foundation piles, several accidents and breakages occurred in the machinery of the excavator, and its boiler also gave out soon after putting it at work. The repairs, and obtaining new castings which were necessary, caused much and unavoidable delay in the work.

After dredging to any depth below the natural bed of the bay, the mud soon settles in any holes or depressions; the south end of the line of the west basin wall being in 30 feet of water, and its foundation in 33 feet of water, back from the current and in an eddy, a great quantity of black mud, very heavy, offensive, and difficult to handle, settled upon it after dredging, and before the foundation piles could be driven and cut off, the careful removal of which caused much delay and embarrassment as well as expense.

Great benefit and economy, however, were found in using submarine armor in removing the sand and mud, as well as in sawing off the foundation piles. The removal of heavy machinery from the east to the west side of the basin was an expensive work, and portions of the machinery were necessarily out of use for some time. Nearly all the foundation piles for wall, standing in 30 feet of water, have been driven and cut off, and the remainder of the wall I, K, and also the 200 feet of extension of granite wharf, being in only 24 feet of water, no inconvenience is anticipated in preparing their foundations. But for the unavoidable delay in preparing the foundation of the west wall of the deep basin, the amount of masonry laid during the nine months of the past year, in which the works were carried on, would have been fully equal to that laid in any nine months of the year preceding; and it is confidently believed that during the next fiscal year, the difficulties in foundation having been overcome, a much larger amount of masonry can be laid than in any year previous since the commencement of the work.

From the causes above given, and also a considerable advance in the rates of wages for labor, and the fact that the contract prices for a large portion of the materials received and engaged for this work are much higher than the estimated cost of them, and much of the machinery being worn out requiring to be renewed, also that there will be a heavy extra outlay consequent upon the late suspension of work, and a recommencement with new and inexperienced hands, in many cases, the cost of completing the work will be much greater than was anticipated at the time of making the estimates—which estimates, furthermore, prove to have been very much too low.

2. *Extension of machine shop, smoke-stack, &c.*—The building for the steam-engine and boilers has been completed during the past year by putting down plank floors in the engine-room and the second story, laying a brick pavement in the boiler-room, putting in doors and windows, painting, &c. The necessary copper pipes and connexions have been made and applied to the engine and Worthington pump. The material to complete the extension and the smoke-stack have been received; the stack is built up to the height of 86 feet, and would have been finished long since but for the default in the delivery of materials,

which were only received a short time before the recent suspension of the work.

3. *Mooring anchors, &c., for floating dock.*—Thorough repairs have been made on the dock, and a level floor, or workmen's platform, caulked water-tight, put into it, which greatly increased its lifting power. The sides of the dock, in and out, have been also thoroughly repaired, where necessary, caulked, and covered with a mixture of raw turpentine and linseed oil. The side windows, except one at either end of each side, have been planked up, whereby the dock is stiffened longitudinally, and its liability to leakage diminished. Alterations have been made in the end gates by taking off the arches, which were heavier and wider than necessary, and substituting lighter ones; also by bracing and strengthening the timber framing of the steam-engine and apparatus, building new iron smoke-stack, and putting new bulk-heads in tanks.

The dock is now believed to be in a better condition than at any former period. The United States sloop-of-war *Saratoga* was taken up by it in March last, her bottom examined and repaired, and all done in a satisfactory manner. The mooring anchors, chains, &c., for the dock have all lately been received.

4. *Coping for dock basin, filling in and paving.*—Nearly all the coping has been removed from the dock basin walls; a suitable backing of rubble masonry has been put in behind the entire length of the east wall, and 132 lineal feet of west wall, and two 18-inch courses of granite and concrete masonry laid on the same. Also 76 lineal feet of coping laid on south end of east wall; in all, 619 cubic yards of masonry laid within the past year. On commencing this work it was found necessary to put in a heavier backing behind the walls than was anticipated in making the estimate; this, and a considerable advance in the cost of labor, will make the expense of raising and coping the walls somewhat overrun the estimated amount.

5. *Repairs of cisterns.*—The amount expended under this head during the past year has been for repairing the roofs of cisterns Nos. 14 and 26, lining up the walls, and other improvements in No. 14, and for repairing cocks, &c.

6. *Water-pipes to permanent wharf.*—The cast-iron pipes for this work have been received, and will be laid down as soon as the grading back of the south face of wharf is sufficiently advanced, the crossing at the marine railway completed, &c.

7. *Pitch and oil houses.*—The materials for these buildings have been received, but the work is not yet commenced, the proper sites for them being at present occupied by other objects.

8. *Rail tracks in yard.*—Sufficient iron to complete the authorized rail tracks has been received, and a small amount of labor performed in temporary repairs and necessary alterations. These tracks cannot be put down permanently until the bridge and crossing of the dock railway by the south avenue is finished, and the permanent wharf and basin works more advanced.

9. *Railroad to spar pond.*—The road bed has been graded its entire length, and the iron and other materials received. A gateway has been cut and the gate hung in the north wall of the yard. The

iron for the road was received since the general suspension of work. Had it been furnished at the proper time, the work would have been completed several months since.

10. *Steam box.*—The materials for this object have been received, but no labor has yet been expended on them.

11. *Repairs of all kinds.*—Within the last year new lightning conductors have been made and put up on officers' houses Nos. 1 to 13; the tops of the chimneys of the same have been raised and arched over to prevent their smoking; the pavements at houses Nos. 1, 4, and 5 have been relaid; the basement floors raised in several of the houses; several wooden cisterns have been built, and considerable fencing repaired; stone flagging has been laid at the west gate; a prison room has been fitted up in the paint-shop building, and new blinds have been made and put on the warrant officers' houses. A watch-house has been built at the permanent wharf, the yard scows, lighters and boats, and the doors and shutters of timber sheds, storehouses, and stables have been repaired. The attics of houses Nos. 3 and 5 have been fitted up with rooms; a large amount of painting, glazing, and whitewashing, and other general repairs, has been done on the officers' houses, timber sheds, storehouses, stables, and fences; and the slate roofs, gutters, and spouts of nearly all the buildings in the yard have been repaired. A new roof has been put upon the charcoal-house; the ice-house has been repaired, and platforms for sentinels have been built at the north and west gates. Upon all these objects of improvement there has been expended during the past year the sum of \$185,421 45.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: for extension of granite wharf; foundry; dredging; launching slip; repairing and operating floating dock; completing rail tracks in yard; completing railway to spar pond; improvement of spar pond; completing engine-house; completing steam box; completing pitch and oil houses; repairs to cisterns 14, 18, 25, and 26, and for repairs of all kinds, amounting in the aggregate to the sum of \$203,000.

1. *Extension of granite wharf.*—This important improvement progressed satisfactorily during the past year, and it is essentially necessary that funds should be provided for its continuation. If the work is suffered to remain long under suspension, much loss and delay will be occasioned, and the appropriation asked for is therefore strongly urged.

2. *Foundry.*—A foundry for casting iron is much needed at this yard. Within the past year the want of one has occasioned serious inconvenience in carrying on the various works from the difficulty and delay in obtaining iron castings from Mobile and other places. An estimate is submitted for a foundry building 70 by 130 feet, with one cupola furnace, the blast for which can be furnished by the fan that supplies the smiths' forges.

3. *Dredging.*—By reference to the plan of the yard, it will be seen that a considerable extent of dredging will be necessary in front of the extension of the granite wharf in order to obtain the required depth of twenty-four feet of water, the depth in which the extension

of that wharf now stands. An estimate is submitted of the cost of dredging two thousand eight hundred cubic yards of mud and sand.

4. *Launching slip.*—It is proposed to construct a permanent launching and hauling-up slip upon which to build or haul out vessels, to be placed between the mast-house and storehouse No. 26, intersecting the south face of the permanent wharf and its extension wall. The outlet of this proposed slip being through the wharf wall, it is highly desirable that both should be built concurrently, as, if the wall should be built up and the slip afterwards, a considerable part of the wall would have to be taken down, which would cause the whole work to be more expensive and less satisfactory.

The rough granite in the yard procured for ship-house and slip will answer for the foundation of the slip and for paving, and the amount now asked for is believed sufficient for building the side walls and ways.

5. *Repairing and operating floating dock.*—The climate at Pensacola is very destructive to wooden structures exposed to the weather; and the floating dock being entirely of wood, strict and careful attention, as well as prompt repairs, are necessary in order that it may at all times be ready for use. The boat gate will probably soon require rebuilding, and for this and the necessary current repairs the amount submitted will be required.

6. *Completing rail tracks in yard.*—All the materials for this important improvement have been procured, and the small amount asked for completing the work is necessary before the benefits of the improvement can be realized.

7. *Completing railway to spar pond.*—This work is well advanced; the track is graded and the iron all on hand. Owing to the advance in the price of labor and materials, the cost will exceed in a small amount the original estimate. A small appropriation is asked to complete the work.

8. *Improvement of spar pond.*—This item is for constructing in the (fresh water) pond pens in which the different kinds of ship timber can be kept separate, and for extending the railroad across the pond on piles, and building knee docks and timber pens on each side, by driving piles around the area, also for clearing out the mud and reeds which are rapidly increasing and filling up the surface of the pond. These improvements are urgently needed at this station, where the marine worm is so destructive to timber in salt water.

9. *Completing fire-engine house, steam box, and pitch and oil house.*—Small additional amounts are required to complete these objects, the amounts allotted being exhausted. They are all important works, and will be completed for the sums now asked.

10. *Repairs of cisterns 14, 18, 25, and 26.*—The necessary annual repairs upon these important appendages will require the amount asked for, and the object is one of much consequence.

11. *Repairs of all kinds.*—The amount asked for under this head is for the general repairs of officers' houses, government houses outside the yard, storehouses, offices, timber sheds, scows, lighters and yard boats, wharves and slips, brick pavement and yard wall, extension of wall on east side to deep water, brick cisterns for quarters, lightning

conductors, and miscellaneous repairs that may be necessary during the year.

SAN FRANCISCO.

At this yard the works which have been completed during the past year are the commandant's house and that for the civil engineer ; and upon them there has been expended for labor \$45,763 18, and for materials \$31,245 85, making an aggregate of \$77,009 03.

The works which have been in progress during the year, but which are not yet completed, are:

1. *Smithery, No. 69.*—The exterior of this building is completed, with the exception of painting the roof and pointing the brick work of the western front and part of the north side. Five forges have been built, and are now in use. The underground flue which conveys the smoke from the forges has been laid through the main building and south wing, and through the engine-house where the flues from the furnace connect with it into the stack. The smoke stack is a tapering shaft rising from a pedestal 17 feet square. It is sixteen feet square at the base, one hundred and twenty-three feet six inches high, and encloses a cylindrical flue nine feet in diameter. The engine for driving the lathes, fan, &c., is already set up in the engine-house.

There have been provided for the use of the smithery a steam-hammer, weighing one thousand eight hundred pounds, an upright drill, and four cylinder boilers for the steam power, which are to be used in pairs alternately. The boilers were made by the workmen in the yard.

For the finishing-shop attached to the smithery there will be required one geared lathe eleven feet between the centres, and to swing twenty-four inches ; fifty feet of shafting, with hangers and pullies ; a screw-cutting machine, and a geared punching machine.

For the smithery there will be required fifty forges, complete, 465 feet of blast pipe, and a cupola furnace with the requisite ladles, crucibles, and other apparatus necessary for iron and brass casting. When these articles are supplied and in operation, the smithery will be in a condition to execute all the various kinds of work (heavy castings and shafting for steamers excepted) that may be required.

2. *Joiners' shop and timber shed, No. 40.*—The walls of this building have been completed to the height of the wall plates ; the window frames of the joiners' shop and of the semi-circular lights over the doors of the timber shed are set, and the square sash made and fitted to the frames. The beams and joists of the joiners' shop are laid and ready to receive the flooring. About one-half of the timber for the roof has been delivered, of which several of the rafters and girders have been framed ready for raising, and the remainder prepared for framing. To complete this building, there remain to be done the brick cornice, raising and covering the roof, laying the floor, setting up the floor columns, making doors and sash, painting, glazing, &c.

3. *Storehouse, No. 46.*—The south half of this building is com-

pleted, and contains the naval stores which have been transferred from the temporary storehouse. To prepare the site for the north half, which will include the sinking of a cellar (for wet provisions) five feet deep, about 2,800 cubic yards of excavation will be necessary. The timber for the north half has not been delivered, but it is believed it will be furnished in time, so that no delay will be caused on that account.

4. *Wharf*.—The foundation, quay wall, and filling of 145 lineal feet of permanent wharf, is completed, forming an area in front of the joiners' shop, and timber shed No. 40, for the landing of building materials and for other purposes, of 14,500 square feet. All the piles, with the exception of the front row for the foundation of three hundred and twenty-five lineal feet in continuation northwardly, have been driven; and four parallel rows of piles to retain the earth deposited from the excavations, and also to serve as the foundation to the wharf, have been extended to the temporary wharf in front of storehouse No. 46. Other piles for the same purpose, consisting of five rows, have been driven to the southward of the permanent wharf to a distance of 205 feet.

A contract was made in June, 1855, for the delivery of the square timber, plank, and piles required for 400 lineal feet of wharf, a small part only of which has been received. It is presumed, however, that it will be delivered in season to resume progress on the work as soon as the appropriations for the fiscal year ending June 30, 1857, are available.

There is on hand sufficient rough stone for sixty feet, dressed stone for 255 feet, and cement for 175 feet, of additional quay wall.

5. *Officers' houses, Nos. 6 and 8*.—All the brick work of this block is completed, the roof covered in and tinned, two floors in each of the rear buildings are laid, and in one of them the windows are glazed and in their places; nearly all the sash for both houses, and several doors, are together and ready for finishing off.

The following work remains to be done, viz: to lay the floors in the front buildings and in the basements of the rear buildings; to finish and glaze the sash; make and hang the doors; build the stairs, partitions, and porches; set the stone steps, mantels, and grates; lath, plaster, and paint.

6. *Grading*.—The operations under this head have been principally confined to a space bounded on the north by a line parallel to the blacksmith's shop, and sixty-six feet north of it; on the west by the avenue in front of the officers' houses; on the south by an irregular line extending to distances varying from 47 to 186 feet from the line of the south side of the smith's shop; and on the east by the margin of the straits. In addition to this, a part of the avenue between officers' houses 1 and 14, and a part of the avenue south of the joiners' shop and timber shed No. 40, have been graded.

A contract was entered into on the 19th March, 1856, for grading to the extent of 20,000 cubic yards, more or less, at the rate of 46½ cents per yard. The work was commenced on the 15th of April by the contractor, and at the close of the fiscal year he had removed 11,342 cubic yards. Up to the same period the area of grading made

by cutting, or from which the earth had been removed, was 263,600 square feet; and the area made by filling was 96,970 square feet, forming in the aggregate a surface of 360,570 square feet, or eight and a half acres nearly.

The amount expended on these several works of improvement during the past year is, for labor, \$151,293 30, and for materials, \$64,504 14, amounting in the aggregate to the sum of \$215,797 44.

Plans and estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: timber shed, and mould-loft above; coopers' shop and tank shed, with paint shop above; coppersmiths', tinnerns', and plumbers' shops; two blocks of officers' houses; two cisterns for rain-water; 200 feet of permanent wharf; grading and paving, and for repairs of all kinds, amounting in the aggregate to the sum of \$362,308.

1. *Timber shed and mould-loft above.*—This building is much needed, though it is not contemplated to use it for the purpose indicated by its name at this time. It is now wanted for the repairs of rigging and sails, to which object the south wing of the smiths' shop (for the want of a more suitable place) has been heretofore appropriated. When the site for the rigging loft and sail loft is prepared to receive the building, and it is erected, these departments will be transferred to it, and the shed now asked for will be used for its original purposes.

2. *Coopers' shop and tank shed, with paint shop above.*—This improvement is urgently required to facilitate several of the mechanical operations of the yard. The lower part of this building might be used in cases of necessity for overhauling old, or fitting new rigging; cleaning and painting tanks, repairing and painting water casks, &c., and the upper part is much wanted for glazing and painting sash, painting doors, blinds, &c., for buildings in progress, and the numerous articles required for ship's use, for which purpose there is now no suitable place in the yard.

3. *Coppersmiths, tinnerns, and plumbers' shops.*—The services of workmen in these branches are indispensable, where the manufacture and repairs of house and ship work are frequently required; and that their labors may be profitably prosecuted, suitable rooms with the necessary apparatus should be provided. For this purpose it is recommended to erect building No. 70, the plan of which provides for the kettles, furnaces, lead tables, &c., on the first floor, and for finishing and finished work on the second floor.

4. *Two blocks of officers' houses.*—The completion of the two blocks of buildings seven and nine, and eleven and thirteen, is required for the accommodation of the officers, for whose use they were intended. Officers ordered to this station on duty can find no quarters in the vicinity; and as the yard is upon an island, it is important for the protection of the public property that the officers attached to the station should at all times, especially at night, be within the limits of the yard.

5. *Two cisterns for rain water.*—Much inconvenience has already been experienced from a want of sufficient supply of good water at this yard, and as the efforts heretofore made to obtain this indispen-

sable article, have not been attended with the desired success, it is proposed to construct a number of cisterns of large capacity, so that a sufficient quantity may be secured during the rainy season, to meet the demands during the dry months. This is considered an object of much importance.

6. *Two hundred feet of permanent wharf.*—Great benefits have already been derived from the wharf, as far as constructed, and corresponding advantages will be obtained by the extension of this important work. It is desired that the wharf be extended two hundred feet during the next year. This will enclose a like space for the deposit of the earth taken from the excavations, and will furnish an enlarged area when the filling is levelled up to the grade of the yard for the landing of stores, building materials, &c. The general advantages attending the extension of the wharf line at this new yard, it is presumed, will be sufficiently obvious, without more particular explanations.

7. *Grading.*—A large amount of grading will be necessary before the surface of this yard is brought to a proper and convenient line. As buildings are erected, the sites and ground in their vicinity must be brought to a proper grade, that they may be accessible. The amount submitted is such as can be economically expended during the fiscal year.

8. *Paving.*—The soil of this island is of such a nature that the roads are rendered almost impassable for loaded vehicles after being exposed to the protracted rains of the winter season. It is, therefore, proposed to pave such of them as have been properly graded and are in almost constant use. An estimate is submitted for this object, which is considered of much importance, and one for which liberal provision should be made annually.

9. *Repairs of all kinds.*—An estimate is submitted for this object, which is considered necessary for the proper protection and preservation of the different buildings, and the public property contained therein.

SACKETT'S HARBOR.

No appropriation was made for this station for the past fiscal year. The public property is generally in a good state of preservation. For the next fiscal year the amount submitted will be required for the general repairs of ship-house and other buildings, fences, roads, &c.

HOSPITALS.

Boston.—There has been expended for repairs of buildings, fences, and grounds at the hospital at Chelsea during the past year the sum of \$6,006 28, and for the annual repairs for the same during the next fiscal year there will be required the sum of \$2,500.

New York.—The expenditures at this station for the hospital and its dependencies were for filling and grading cemetery, roofing hospital, whitewashing, plastering, &c.; carpenters' work in repairing buildings and fences, plumbing, painting hospital and laboratory; repairs of furnaces, ranges, and stoves; repairs of steam pump, gas

fixtures, house cleaning, improving hospital grounds; repairs of wall, bridge, fences, roads, &c., amounting, in the aggregate, to the sum of \$11,308 81.

For the next fiscal year estimates are submitted for completing the filling and grading of the cemetery grounds, and for repairs and improvements of buildings and fences, and for labor and repairs of all kinds, amounting, in the aggregate, to the sum of \$7,200.

Naval asylum, Philadelphia.—The objects upon which expenditures have been made at this establishment during the past year are repairing lower floor of main building, improving wharf property, repairs to furnaces, grates and range, gas, house cleaning and white-washing, water-rent, and general repairs of all kinds; and there has been expended for these objects the sum of \$4,066 01. Estimates are submitted for building a wall on the south side of Shippen street. This improvement is highly necessary, the only enclosure to the public grounds on that side being an old fence, fast going to decay, and requiring frequent repairs.

For excavating and grading a portion of Shippen street.—This excavation will be for the protection of the wall; for, as the ground in some places is about twenty feet above the grade of the curb-stone, it must be sloped from the wall to relieve it from this great pressure of earth.

For laying curb-stones and paving foot-walks along Shippen street, in front of the public premises.—The city contemplate grading and paving Shippen street; and when this is done, the government as well as individuals must curb and pave in front of its property. For repairs of furnaces, grates, and ranges, house cleaning and white-washing, water-rent, gas, furniture, and repairs to the same, and for repairs of all kinds, there will be required the sum of \$15,800.

The wharf purchased with these grounds is of no practical use to the government, and it is therefore recommended that Congress authorize the Secretary of the Navy to sell it, as well as the plot of ground which has been cut off from the asylum by the construction of Shippen street.

Washington.—No expenses have been incurred at this station during the past year, and no additional appropriation will be required for the next fiscal year, the amount in hand being deemed sufficient to meet any demands which may arise for repairs.

Norfolk.—The improvements at the cemetery at this place have been completed, and the amount expended during the fiscal year is \$1,021 44. Estimates are submitted for the next fiscal year for building house for surgeon, repairs of brick enclosure, and for repairs of all kinds, amounting to the sum of \$22,115.

The present quarters of the surgeon at this point are in an extremely uncomfortable and dilapidated condition, requiring frequent repairs to be kept habitable, and cannot much longer be regarded as a fit residence for a surgeon. The building is very old, and is merely an aggregation of several wooden structures and sheds of a temporary character, originally erected while this locality was the site of the old fort. It seems to be in unsightly contrast with the conspicuous and imposing architecture of the large hospital; and, in point of economy as well as appearance, should be removed, and give place to a struc-

ture more in keeping with this extensive establishment. This object, with the others for repairs, are deemed highly necessary.

Pensacola.—At this station, during the past year, the slate roofs of the main building have been thoroughly repaired. The fireplaces in the east wing have been repaired, and new fences built at the surgeon's and at the assistant surgeon's quarters. A new well, nine feet in diameter, and thirty-two feet deep, has been made in the rear of the hospital, affording a good supply of excellent water. Four large tanks for water have been built in the attic of the centre building, and the partition walls beneath have been strengthened to support them. The pavements and steps at the assistant surgeon's quarters have been renewed, and many other general repairs, such as painting, whitewashing, &c., have been made.

A new bathing-room has been fitted up in the centre building; the engine-house for the steam boiler and pump for supplying the water tanks has been built, and the Worthington pump and pipe have been received.

Draining and filling ponds.—The drains in the vicinity of the navy yard and hospital have been kept open, and considerable filling up of ponds and low places has been done. This work has proved of great benefit to the health of the place. Inclining but little towards the bay, these drains often become partially filled up with sand, and it will require a moderate amount of labor to keep them open, clean, and healthy.

Wall around burial-ground.—The materials for this object have been received, but the work of erection has not yet commenced. Upon these objects there has been expended, during the past year, the sum of \$15,005 49.

For the general repairs of the hospital building and its dependencies, and for filling and draining ponds, there will be required, during the next fiscal year, the sum of \$16,000.

MAGAZINES AND ORDNANCE WORKS.

Portsmouth, New Hampshire.—During the past year the new shell-house has been completed. This is for the storage of empty shells; is of brick, substantially constructed, and is now occupied for the purpose for which it was designed. The necessary current repairs have been put upon the magazine building, and upon these two objects there has been expended the sum of \$2,433 94.

Estimates are submitted for fitting and furnishing the ordnance building, for lightning conductors, and for repairs of all kinds, amounting, in the aggregate, to the sum of \$4,223.

Boston.—At this station the fire-proof building for loaded shells has been completed. The amount expended during the year is the sum of \$5,700. The other works which have been in progress are, house for unloaded shells and workshop, platforms for shot, additions to gun-carriage shop, and repairs of all kinds; upon which several objects there has been expended the sum of \$7,536 65.

For the necessary repairs of the magazine buildings and grounds, there will be required for the next fiscal year \$1,000.

New York.—During the past year the repairs upon the magazine at Ellis' island, the gunner's house, and fourteen shot platforms, have been completed. The gunner's house is now occupied by the gunner; the shot platforms are of iron with foundations of brick. The amount expended on these objects during the year is \$13,316 41.

Other works which have been in progress are:

1. Armory.—This building was nearly completed last year. The roof and floors had been laid, sashes put in, doors hung, &c., but a considerable amount of work is still needed to fit it up for occupancy.

2. Gun-carriage shed.—The foundations of this building were laid last autumn, and the iron is now in course of erection, but no siding or roof covering has yet been put on.

3. House for loaded shells.—The piling for the foundation of this building, which was located on the northern extremity of Block island, (gun block,) has been prepared; but nothing further has been done towards its erection.

4. House for unloaded shells.—It was determined last year to make a corrugated iron building, which is now being constructed; but it is feared that the objections to this material which have elsewhere since developed themselves will apply equally in this case, and it is doubtful if the building will answer expectations. The amount expended on these objects during the past fiscal year is \$50,496 33.

Estimates are submitted for the fiscal year ending 30th June, 1858, for the following objects, viz: For completion of armory; completion of house for loaded shells; completion of gun-carriage shop; sighting ground for cannon; new gun ground; small row-boat and boat-house; repairs of wharf at Ellis' island; new pier and boat-slip at Ellis' island; and for repairs of all kinds, amounting in the aggregate to \$36,238.

The amount required to complete the armory is for fitting up and providing a heating apparatus. The estimate for the loaded-shell house has proved insufficient to complete it, and an additional sum is required for that purpose. For the gun-carriage shop a small additional amount is necessary to complete objects not contemplated in the original estimate. The location of the sighting ground, now near the head of the dry-dock, is found to be inconvenient, and moreover the space which it occupies is required for other purposes. For these reasons it is proposed to remove it to the site of the present blacksmith's shop. It is proposed to locate a gun park on the site of the old timber dock, in the rear of the officers' quarters. This is convenient to the armory, sighting ground, and other ordnance works. The amount of embankment necessary for filling in this space would be much less than that required on the site originally contemplated on the new purchase. Besides, the miasma arising from this pond is such as to render it a nuisance, endangering the health of those living and employed in the yard, and it is therefore desirable that it should be filled in as soon as possible. The small row-boat and boat-house is much wanted for the use of officers passing to and from the magazine at Ellis' island. The wharf now used on the island is in a very ruinous condition, and requires extensive repairs and additions. The new pier and boat-slip at this island is also much needed for a landing.

The amount asked for repairs of all kinds is required for the repairs of the magazine and other buildings connected with the ordnance works.

Philadelphia.—At this station the new magazine building at Fort Mifflin has progressed steadily and rapidly since its commencement in July, 1855. It is now in a condition to receive all the stores for which it was designed, and will soon be finished. On this building there has been expended during the fiscal year the sum of \$16,753 09. Estimates are submitted for building a landing wharf at Fort Mifflin, and for repairs of all kinds, amounting to the sum of \$10,107. The wharf now in use, belonging to the fort, is about 700 feet from the magazine, and is in such a dilapidated condition that, if not soon repaired, it will be utterly useless for our purposes. Besides the river has filled up so much in its neighborhood, that vessels even of light draught have difficulty in approaching it except at high tides. The amount asked for repairs of all kinds will be required to meet the necessary demands for that object.

Washington.—During the past year there has been expended at this station, for the purchase of Wright's patent cap-machine, repairs of magazine building and keeper's house, rebuilding landing wharf, repairing fences, and for purchase of fuel for ordnance foundry, the sum of \$6,780 83.

An estimate is submitted for the next year for the repairs of the ordnance building and various tools. Some of the cross-walls of this building have settled, in consequence of the insecurity of their foundations, and it is desirable that they should be reconstructed as soon as possible.

Norfolk.—Two of the old buildings at Fort Norfolk have been converted into storehouses for filling rooms, and are now in use by the ordnance department; one of them is used for filling and storing shells, and the other for filling tanks for ships' use. The amount expended on these buildings is \$2,135 13.

The other ordnance works which have been in progress are, rail-tracks and cars at St. Helena, magazine and keeper's house at Fort Norfolk, shot platforms and gun skids; and upon these several objects there has been expended for labor \$5,411 62, and for materials \$4,275 99; making an aggregate of \$9,687 61.

For the rail tracks some of the materials have been contracted for, and a small amount of labor performed.

The magazine is reported as completed; and the keeper's house is so nearly completed that it will probably be ready for occupation next month. Its construction has been mainly executed by contract; but some portion of the work at its commencement was performed by the yard force.

Two large shot platforms have been built in the yard near the northeast corner of ship-house A, and two more of a permanent character have recently been commenced at St. Helena.

Nothing of a permanent nature has been done under the head of "gun-skids;" but a temporary skid has been put up along the southerly side of ship-house A; the foundations, however, being of stone, and the skids of timber.

Estimates are submitted for the next fiscal year for an ordnance building, engine and machinery, for sea-wall at Fort Norfolk, and for repairs of all kinds, amounting in the aggregate to the sum of \$56,090.

The operations of the ordnance department have been heretofore carried on in various buildings scattered over the yard, and great inconvenience has been felt from the want of means of concentrating them, so as to be more completely under the observation and direction of the superintending officer, and at the same time to insure a greater economy in their results. Portions of several distinct buildings are now used, to the great disadvantage of the objects for which they were originally designed, for carrying on the various divisions of ordnance work, and it is clear that the construction of a proper building for these purposes is imperatively required.

The site which is deemed most suitable for an ordnance building is easterly of building No. 12, and will accommodate a workshop 210 feet long, which, for the purposes here required, should be 65 feet wide and two stories high. The lower story might be appropriated to the making of gun carriages and other heavy ordnance work, and the upper one for the purposes of small arms, repairs, filling, &c. The building is proposed to be constructed fire-proof, of brick and iron—experience having shown that such structures cost but little more than those of ordinary but less durable materials.

An engine-house and stack, to be connected with this building, will be required to be built on the northerly end of the site, and will accommodate an engine, &c., for driving the machinery of the ordnance works, and also afford the blast for the smithery, and steam for its hammers, &c. This arrangement will admit of the advantage of using one engine for both establishments, and the present engine for the smithery can be dispensed with, and the building it occupies can be used for the required purposes, and as an enlargement of the finishing shop for that department. This design will further involve the removal of the coal-house situated in part on the proposed site, and also the weighing scales; but these objects, at a small expense, can be located within a short distance of their present positions.

The sea-wall at Fort Norfolk is designed to protect the northerly shore at this point, which is being so rapidly encroached upon by the river as to render necessary the immediate commencement of some barrier to resist its further effects. In some places the water is within a few feet of the old fort walls at high tide, and these, in the course of few years, will be in great danger of being undermined. It is proposed to commence this work as soon as possible, and the amount asked for is for a length of 400 feet, the wall to be built 4 feet above the level of common high tide, with the base established 3 feet below, making the whole height 7 feet.

The amount asked for repairs of all kinds is for repairs of piers, fences, buildings, &c., belonging to the ordnance department, and is necessary for their preservation.

Pensacola.—At this station copper lightning conductors, with platina points, have been put upon the magazine, and some repairs done on it and on the wall around it. A fire-proof house, 16 feet square, for cartridges, has been completed, and is located on the east avenue, near the saluting battery. Gun-skids have been put up, and shot platforms have been built in a substantial manner on granite and brick foundations. Material for the wall around the shell-house have been contracted for and received, and the amount expended during the year upon these objects is the sum of \$8,285 97.

For the necessary repairs of the magazine, shot platforms, store-rooms, &c., during the next fiscal year, there will be required the sum of \$1,000.

DRY DOCKS.

The balance floating-dock, basin and railway, at the navy yard, Portsmouth, New Hampshire, are all in good order, except the side walls of the basin, which have been much injured by the severe frosts and heavy ice of the last winter. These will require repointing, and some of the stones must be relaid. Large excavations have been made for the deep basin, and there now remains only a small amount of ledge to be removed in order to secure sufficient depth of water.

The stone dry-dock at Boston is in good condition. A new engine and pumps for draining have been erected, and the dock can now be relieved of water in much less time than heretofore. This dock has been in almost constant use during the year, and it is found that the length of the chamber, although large enough to receive any ship in existence, or in contemplation at the time of its construction, is not of sufficient length to receive the largest class of steamers now in use. It is therefore proposed to extend the length of this dock fifty feet, that it may be capable of receiving any vessel of the navy; and an estimate for that object is presented.

The stone dry-dock at New York has been kept in good working order, and during the past year the new steamer Niagara, the largest vessel in the navy, has been docked and coppered. This dock is of ample dimensions, and has been usefully employed during the year.

The sectional floating-dock, basin and railways, at Philadelphia, have been carefully attended to during the past year, and have been profitably employed. This dock being of perishable materials requires frequent repairs, and for some of its parts it is proposed to substitute materials of a more durable nature, for which estimates are submitted.

The stone dry-dock at Norfolk continues in good condition. A new engine and pumps have also been constructed and erected for this dock, and their operation has been satisfactory.

The balance floating-dock, basin and railway, at Pensacola, are now in better condition than heretofore. The dock has been thoroughly repaired and strengthened, and is now much stronger than before. The rapidity with which wooden structures decay in this climate renders constant watchfulness and frequent repairs necessary for the preservation of this dock, and the annual expenses for that object must therefore be necessarily large.

The sectional floating-dock at San Francisco has been in frequent use and is in good order. The basin and railway are nearly completed and will soon be ready for trial.

NAVAL ASYLUM.

During the past year this institution has been conducted with commendable efficiency, and has given entire satisfaction to the bureau.

The beneficiaries have generally deported themselves correctly; but in some instances, however, the department has been obliged to resort to the severest punishment known to the rules of the institution, and expel those who have been guilty of gross infractions of the regulations.

There are now in the asylum one hundred and sixty-one persons, including officers and attendants. Twenty-five beneficiaries have been admitted during the past year; nine have died, and fifteen been dismissed—some for bad conduct, and others at their own request.

The expenses of the establishment have been as follows, viz:

Subsistence.....	\$14,403 58
Clothing	7,286 58
Miscellaneous items.....	7,588 60
Pay of officers and attendants.....	11,932 20
	<hr/>
	41,210 96
	<hr/> <hr/>

For the expenses of the naval *hospital* you are respectfully referred to the report of the chief of the Bureau of Medicine and Surgery.

It is an interesting feature of the institution that a beneficent government has made such liberal provision for all the necessary wants, natural and moral, of the old sailor. The best of food and clothing; the most comfortable apartments; medical attendance; a small amount of pocket money, as an incentive to and a reward for good behavior; license for short periods on leave of absence; reading rooms; church privileges within the precincts of the institution, or in the city of Philadelphia, if preferred, are all furnished by the liberal hand of a paternal government for the enjoyment and comfort of the decrepid seaman of the navy and marine corps of the United States.

The beneficiaries of the asylum are annually increasing, and during next year an additional building should be provided. The expenses draw largely upon the "hospital fund," which is annually decreasing.

The bureau respectfully repeats the opinion, heretofore expressed, that a system of pensions to decrepid and worn-out seamen would be much more acceptable to them, and far less expensive to government, than the present arrangement.

TIMBER AGENCIES.

This branch of business has received due attention. The agents generally have been vigilant in the discharge of their duties, and less public timber has been appropriated to private use or for exportation to foreign countries than heretofore. There are fewer depredations

committed by resident settlers than formerly; also more stringent rules have been adopted, which have operated effectually in thwarting the cupidity of speculators and in the protection of the public interests.

Where the trespass is inconsiderable, the agents are instructed (after reporting the case and receiving the authority of the department) to settle it by compromise. Suits are instituted against those only where the proofs show that the depredation is wanton, and where large amounts are involved.

The agents continue to make selections of the best live-oak lands, which, when reported to the department, if considered of sufficient importance, are reserved by the President for naval purposes.

The bureau would recommend to the fostering care of government the valuable interests involved in the live-oak lands of the southern States. No country in the world grows timber in such large abundance and good quality for naval purposes; and our government cannot be too careful in providing efficient means to guard it from the grasp of domestic depredation or foreign commerce.

It is desirable that the timber agents should be versed in the art of surveying, as much expense and considerable embarrassment is sometimes experienced when they are ignorant of this branch of business. The boundaries of the lands, in many cases, are very conflicting. The lines run under the old Spanish agents are almost obliterated; the conflict between the claims of the States under grants from Congress, and the contested rights of private settlers under pre-emption laws, give rise to much dispute and litigation, and therefore it is highly important that the government agent should be a competent surveyor, in order to determine the facts in cases of conflict between these claims respectively.

The bureau would therefore respectfully recommend that all agents hereafter to be appointed shall be practical surveyors, and that this service shall be rendered without additional compensation.

JOS. SMITH.

BUREAU OF YARDS AND DOCKS,
November 18, 1856.

Abstract of offers (embracing, as well those which are rejected as those which are accepted) received for furnishing articles coming under the cognizance of the Bureau of Yards and Docks, made in conformity to the act of Congress approved March 3, 1843.

OFFERS FOR SUPPLIES FOR THE NAVY YARD, PORTSMOUTH, N. H., UNDER
ADVERTISEMENT, DATED SEPTEMBER 19, 1856.

Names of bidders.	Amount of bid.
<i>CLASS No. 1.—Bricks.</i>	
John Murphy.....	\$5,225 00
A. W. Simpson.....	*4,224 00
Nathaniel Swett.....	4,592 50
Enoch Pinkham.....	4,400 00
Wendell & Call.....	5,362 50
<i>CLASS No. 2.—Stone.</i>	
Ezra Eamos.....	7,877 86
William Torrey.....	9,083 22
A. W. Russell.....	9,397 20
J. B. Witcher.....	10,480 85
<i>CLASS No. 3.—Yellow pine timber.</i>	
G. A. Hammond.....	1,533 77
A. H. Cole.....	1,315 34
T. Mosher.....	1,275 48
W. E. Anderson.....	1,195 77
S. P. Brown.....	*1,096 12
William Lang.....	1,315 34
Wendell & Call.....	1,185 80
Peters & Reed.....	1,674 07
Henry Buck.....	1,155 91
D. Risley & Co.....	1,116 05
Joseph Grice.....	1,793 65
Samuel Patterson.....	1,315 44
G. W. Peete.....	1,833 51
E. H. Herbert.....	1,713 93
<i>CLASS No. 4.—Yellow pine lumber.</i>	
G. A. Hammond.....	1,047 00
A. H. Cole.....	900 00
Campbell & Mooly.....	990 00
T. Mosher.....	960 00
W. E. Anderson.....	900 00
S. P. Brown.....	*825 00
William Lang.....	990 00
Wendell & Call.....	892 50
J. H. Broughten.....	1,170 00
Peters & Reed.....	1,200 00
Henry Buck.....	870 00
D. Risley & Co.....	843 00
Joseph Grice.....	1,500 00
Samuel Patterson.....	900 00
G. W. Peete.....	1,260 00
E. H. Herbert.....	1,200 00

ABSTRACT—Continued.

Names of bidder.	Amount of bid.
<i>CLASS No. 5.—Oak plank.</i>	
G. A. Hammond	*\$178 44
Wendell & Call.....	445 50
J. H. Broughten.....	225 00
Joseph Grice.....	300 00
Samuel Patterson.....	180 00
D. S. Walton.....	150 00
E. H. Herbert.....	210 00
<i>CLASS No. 6.—White pine and spruce lumber.</i>	
G. A. Hammond.....	1,999 00
S P Brown.....	1,990 00
Nathaniel Swett.....	2,128 00
Wendell & Call.....	2,267 00
J H. Broughten.....	*1,959 00
Augustus Jenkins.....	2,173 00
<i>CLASS No. 7.—Lime.</i>	
J. H. Broughten.....	*545 70
Raynes & Neil.....	632 40
John Wendell.....	637 50
<i>CLASS No. 8.—Cement.</i>	
William Lang.....	660 00
J H. Broughten.....	655 60
Henry Wilde, secretary.....	*602 80
Raynes & Neil.....	880 00
John Wendell.....	660 00
<i>CLASS No. 9.—Gravel and sand.</i>	
J. H. Broughten.....	*410 00
<i>CLASS No. 10.—Slate.</i>	
William Lang.....	1,140 00
J. H. Broughten.....	1,170 00
<i>CLASS No. 11.—Iron and nails.</i>	
William Lang.....	*427 00
John P. Lyman.....	534 00
L. D. Spalding.....	577 00
A. Q. Wendell.....	483 00
R. Archer & Co.....	472 50
John Wendell.....	481 50
<i>CLASS No. 12.—Steel.</i>	
J. P. Lyman.....	*235 00
L. D. Spalding.....	289 00
A. Q. Wendell.....	260 00
John Wendell.....	310 00

*Accepted.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 14.—Files.	
J. H. Shirt & Co.....	\$4,289 78
A. Q. Wendell.....	*3,707 50
Raynes & Neil.....	3,959 50
John Wendell.....	5,148 50
G. B. Hubbell & Co.....	3,918 46
CLASS No. 15.—Paints, oils, &c.	
William Lang.....	950 00
A. Q. Wendell.....	*840 60
Raynes & Neil.....	961 90
John Wendell.....	902 10
CLASS No. 16.—Ship chandlery.	
A. Q. Wendell.....	1,431 30
Raynes & Neil.....	*1,415 25
John Wendell.....	1,533 50
CLASS No. 17.—Hardware.	
A. Q. Wendell.....	*41 30
Raynes & Neil.....	72 38
John Wendell.....	206 00
CLASS No. 18.—Stationery.	
Stodder & Loring.....	*163 65
J. S. Harvey & Son.....	230 38
J. H. Foster.....	243 86
CLASS No. 19.—Firewood.	
G. A. Hammond.....	198 00
William Lang.....	200 00
Jere. M. Mathes.....	*160 00
Raynes & Neil.....	200 00
CLASS No. 20.—Hay.	
John Lamprey.....	1,279 20
Alvin Libbey.....	1,153 75
James Philbrick.....	1,163 50
John Rice.....	*975 00
Alfred Holtt.....	1,040 00
A. W. Simpson.....	1,163 50
William Lang.....	1,495 00
Aug. Jenkins.....	1,300 00
CLASS No. 21.—Provcnder.	
C. Robinson, jr.....	*666 00
A. W. Simpson.....	714 00

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 22.—Charcoal.</i>	
Alfred Holtt.....	\$250 00
Jere M. Mathes.....	250 00
Raynes & Neil.....	*240 00
<i>CLASS No. 25.—Iron castings.</i>	
Ira Haselton.....	*117 50
Phineas Drake.....	125 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, BOSTON, UNDER ADVERTISEMENT DATED SEPTEMBER 19, 1856.

<i>CLASS No. 1.—Bricks.</i>	
Storer & Stephenson.....	19,450 00
Oakman & Eldridge.....	7,670 00
Nathaniel Swett.....	8,668 00
Phlander Ames.....	7,634 00
Horton, Hall & Co.....	*7,455 00
<i>CLASS No. 2.—Stone.</i>	
O. T. Rogers & Co.....	23,725 00
John F. Gillman.....	16,256 00
E. C. Sargent.....	16,999 00
William Torrey.....	20,057 50
Granite Railway Co.....	17,605 00
<i>CLASS No. 3.—Yellow pine timber.</i>	
Joseph Grice.....	6,319 30
J. Bigler.....	5,560 98
T. Mosher.....	4,707 88
J. W. Bogert.....	6,192 01
Peters & Reed.....	5,687 37
W. E. Anderson.....	5,055 44
A. H. Cole.....	6,192 91
G. W. Lawrence.....	4,297 12
William Lang (by lot).....	*3,728 38
N. W. Coffin.....	3,728 38
D. Risley & Co.....	4,044 35
G. W. Peeto.....	7,583 16
E. H. Herbert.....	6,319 30
<i>CLASS No. 4.—Yellow pine lumber.</i>	
Joseph Grice.....	350 00
J. Bigler.....	280 00
T. Mosher.....	231 00
J. W. Bogert.....	200 00
Peters & Reed.....	315 00
W. E. Anderson.....	260 00

Accepted.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid,
CLASS No. 4—Continued.	
A. H. Cole.....	\$203 00
William Lang.....	196 00
N. W. Coffin.....	195 00
D. Risley & Co.....	*182 00
G. W. Peete.....	295 00
E. H. Herbert.....	270 00
CLASS No. 5.—Oak and hard-wood timber and lumber.	
J. W. Bogert.....	4,435 00
J. W. Bogert.....	3,520 00
William White.....	4,952 50
G. W. Lawrence.....	*3,320 00
William Lang.....	4,882 50
Philander Ames.....	3,557 50
N. W. Coffin.....	3,405 00
Robert Todd.....	4,287 50
Samuel Patterson.....	3,910 00
D. S. Walton.....	4,014 00
E. H. Herbert.....	3,620 00
CLASS No. 6.—White pine, spruce, &c.	
J. Bigler.....	13,462 99
J. W. Bogert.....	14,264 99
J. W. Bogert.....	12,783 99
G. W. Lawrence.....	*7,536 34
Wm. Lang.....	8,968 25
Philander Ames.....	7,692 49
N. W. Coffin.....	8,373 99
CLASS No. 7.—Lime and hair.	
Storer & Stephenson.....	1,470 00
Oakman & Eldridge.....	594 00
G. W. Lawrence.....	683 60
Philander Ames.....	647 00
Robert Todd.....	648 00
Horton, Hall & Co.....	*590 00
John Wendell.....	1,320 00
CLASS No. 8.—Cement.	
Storer & Stephenson.....	450 00
Oakman & Eldridge.....	202 50
Wm. Lang.....	225 00
Philander Ames.....	205 50
Robert Todd.....	222 00
Horton, Hall & Co.....	(By lot) 202 50
Henry Wilde, secretary.....	205 50
John Wendell.....	262 50
CLASS No. 9.—Gravel and sand.	
Storer & Stephenson.....	2,900 00
G. W. Tewksbury.....	690 00

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 9—Continued.	
Oakman & Eldridge	*\$650 00
Phillander Ames	720 00
CLASS No. 11.—Iron, iron spikes, and nails.	
Storer & Stephenson.....	1,215 00
Wm. Lang.....	875 25
N. W. Coffin	1599 00
Horton, Hall & Co.....	*829 00
R. Archer & Co.....	1,058 25
John Wendell.....	1,179 00
CLASS No. 12.—Steel.	
Storer & Stephenson.....	416 00
Wm. Lang.....	453 00
Horton, Hall & Co	*402 00
John Wendell	541 00
CLASS No. 14 —Files.	
G. B. Nubbell & Co.....	875 31
Storer & Stephenson.....	1,012 00
G. W. Lawrence.....	926 80
Horton, Hall & Co	*690 24
J. H. Shirt & Co.....	907 00
John Wendell	1,128 90
CLASS No. 15.—Paints, oils, &c.	
Storer & Stephenson.....	3,792 35
Wm. Lang.....	3,692 80
E. A. Fisher	3,936 10
Horton, Hall & Co	*3,140 05
John Wendell.....	3,363 45
CLASS No. 16.—Ship chandlery.	
Storer & Stephenson.....	4,438 50
Horton, Hall & Co	*1,850 99
John Wendell	2,472 60
CLASS No. 17.—Hardware.	
Storer & Stephenson.....	2,653 48
G. W. Lawrence.....	1,657 12
Horton, Hall & Co	*1,402 19
John Wendell	2,178 45
CLASS No. 18.—Stationery.	
Lane & Wheeler	698 53
A. E. Cutter	*634 32
Benjamin Loring, jr.....	833 99
Stodder & Loring	723 53

* Accepted.

† Informal.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 20.—Hay and straw.</i>	
Mullet & Bradbury	\$1,693 30
Storer & Stephenson	1,775 00
Oakman & Eldridge	1,693 00
Phllander Ames	*1,625 00
Robert Todd	1,766 00
<i>CLASS No. 21.—Provender.</i>	
Mullet & Bradbury	732 50
Storer & Stephenson	1,465 00
N. Tufts, jr.	*705 75
Oakman & Eldridge	814 50
H. B. Williams	933 75
<i>CLASS No. 22.—Charcoal.</i>	
Mullet & Bradbury	262 50
Storer & Stephenson	750 00
Oakman & Eldridge	375 00
K. S. Chaffee	270 00
Horton, Hall & Co	(By lot) *270 00
John Wendell	450 00
<i>CLASS No. 23.—Packing.</i>	
Storer & Stephenson	100 00
Horton, Hall & Co	*50 00
<i>CLASS No. 25.—Iron castings.</i>	
Storer & Stephenson	2,000 00
W. R. Bradford	375 00
Horton, Hall & Co	*350 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, NEW YORK, UNDER ADVERTISMENT DATED SEPTEMBER 19, 1856.

<i>CLASS No. 1—Bricks.</i>	
Phillip Mable	\$3,260 00
T. W. Rollins	4,600 00
E. H. Hubbell	12,875 00
D. R. Frasier	3,200 00
James Waldron	3,235 00
J. F. Brennan	3,425 00
N. V. Houseman	*3,165 00
John Murphy	3,748 00
Sickles & Smith	4,270 00
Storer & Stephenson	7,000 00

* Accepted.

† Informal.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 2.—Stone.</i>	
Phillip Mable	\$97,056 29
O. G. Waterbury	166,138 00
E. B. Peete	105,905 50
D. R. Frasier	93,220 58
James Waldron	95,868 23
N. V. Houseman	*88,759 08
Thaddeus Wilson	123,821 90
Sickles & Smith	134,440 98
G. A. Buckingham & Co	125,754 50
<i>CLASS No. 3.—Yellow pine.</i>	
G. W. Peete	3,435 84
J. W. Bogert	3,241 71
J. W. Bogert	3,556 95
Phillip Mable	3,220 25
E. H. Herbert	4,294 80
W. E. Anderson	3,221 10
D. R. Frasier	3,020 10
James Waldron	3,124 03
James Bigler	3,006 36
N. V. Houseman	3,006 36
Joseph Grice	2,898 99
Campbell & Moody	3,006 36
D. Risley & Co	*2,684 25
T. Mosher	2,897 27
S. P. Brown	2,784 75
William Lang	3,435 85
A. H. Cole	3,113 73
Peters & Reed	3,435 84
John Cummins	\$25 per M
<i>CLASS No. 5.—Hard wood.</i>	
J. W. Bogert	90 00
Abram Hyatt	120 00
F. A. Southward	*40 00
J. Bigler	100 00
Campbell & Moody	75 00
William Lang	300 00
John Wendell	90 00
D. S. Walton	100 00
<i>CLASS No. 6.—White pine, spruce, &c.</i>	
J. W. Bogert	36,256 00
J. W. Bogert	20,959 00
Bigler & Wilt	30,953 93
Phillip Mable	27,913 08
D. R. Frasier	26,482 98
James Waldron	27,097 95
James Bigler	37,271 50
W. W. Campbell	28,472 00
N. V. Houseman	29,379 00
James Wescott	61,309 00

* Accepted.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 6—Continued.	
Campbell & Moody	\$28,480 95
S. P. Brown	*25,754 36
CLASS No. 7.—Lime and hair.	
Abram Hyatt	1,350 00
J. F. Brennan	1,400 00
John Murphy	*1,271 00
Sickles & Smith	1,883 25
Storer & Stephenson	2,465 00
John Wendell	1,685 00
CLASS No. 8.—Cement.	
Abram Wyatt	6,710 04
Lawrence Cement Company	*6,402 24
Elias Tompkins	6,771 60
J. F. Brennan	6,710 04
Henry Wilde, secretary	6,925 50
John Murphy	7,633 44
William Lang	9,234 00
Sickles & Smith	8,002 80
Storer & Stephenson	12,004 20
John Wendell	7,387 20
CLASS No. 9.—Gravel and sand.	
Phillip Mable	63,430 00
O. G. Waterbury	114,250 00
T. W. Rollins	55,550 00
D. R. Frasier	*44,530 00
Thomas Holohan	62,500 00
James Waldron	55,860 00
N. V. Houseman	50,550 00
William Pearson	11,310 00
C. Guldett	45,130 00
M. McLaughlin	77,070 00
Thomas M. Sothor	83,460 00
David Kissner	51,750 00
Sickles & Smith	63,900 00
CLASS No. 11.—Iron, iron spikes and nails.	
R. Archer & Co.	3,112 70
W. V. Lidgorwood	3,442 80
John F. Brennan	3,332 90
Alexander Hitchcock	3,392 00
William Lang	3,422 60
Storer & Stephenson	3,522 00
John Wendell	3,285 50
CLASS No. 12.—Steel.	
Phillip Mable	1,220 50
D. R. Frasier	1,144 00

* Accepted.

† Informal.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 12.—Continued.	
James Waldron.....	\$1,184 00
W. V. Lidgerwood.....	*962 00
John F. Brennan.....	1,127 50
William Lang.....	1,179 00
Storer & Stephenson.....	1,049 00
John Wendell.....	1,256 00
CLASS No. 14.—Files.	
G. B. Hubbell & Co.....	4,381 17
W. V. Lidgerwood.....	*4,360 21
J. H. Shurt & Co.....	4,616 98
George W. Carpenter.....	5,101 50
Joseph L. Savage.....	4,656 14
Thomas M. Sother.....	4,677 89
A. L. Van Buren.....	4,828 69
Storer & Stephenson.....	4,752 00
John Wendell.....	4,795 00
CLASS No. 15.—Paints, oils, &c.	
W. D. Kennedy.....	*6,171 02
Phillip Mable.....	‡2,290 00
D. R. Frasier.....	‡1,836 00
James Waldron.....	‡2,041 00
John F. Brennan.....	8,030 50
John McDowell, jr.....	9,764 80
George Dixon, jr.....	9,062 50
William Lang.....	8,165 75
John D. Welsh.....	9,532 00
Storer & Stephenson.....	8,231 00
John Wendell.....	6,992 95
N. S. Bailey.....	7,195 00
CLASS No. 16.—Ship chandlery.	
W. D. Kennedy.....	*1,881 78
Storer & Stephenson.....	2,413 14
John Wendell.....	2,524 32
CLASS No. 17.—Hardware.	
Pattor & Macfarlane.....	11,118 60
W. V. Lidgerwood.....	7,991 38
A. L. Van Buren.....	8,475 08
Storer & Stephenson.....	8,622 69
John Wendell.....	*6,788 46
CLASS No. 18.—Stationery.	
George Scott Roo.....	‡492 00
Nathan Lano.....	2,054 64
John J. Broomfield.....	1,594 02
James Clark.....	‡326 45

Accepted.

‡ Incomplete.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 18—Continued.	
Gray, Cook & Merritt	\$2,209 68
Browne & Hasbrouck	1,690 53
CLASS No. 20.—Hay and straw.	
Phillip Mable	1,675 00
George D. Cochran	1,725 00
George Hanneman	1,725 70
Charles Spear	1,958 25
W. R. Frasier	1,531 25
James Waldron	1,631 25
Barr & Baxter	1,668 75
N. V. Houseman	*1,475 00
R. Murray, jr.	1,920 00
J. A. H. Campbell	1,721 25
Storer & Stephenson	1,925 00
CLASS No. 21.—Proxender.	
Phillip Mable	4,498 00
George Hanneman	*3,573 50
Charles Spear	3,726 00
D. R. Frasier	4,337 60
James Waldron	4,279 80
Barr & Baxter	4,474 00
H. A. Salmon	3,668 00
J. F. Brennan	4,079 00
N. V. Houseman	4,264 00
Robert Murray, jr.	3,968 00
J. A. H. Campbell	4,098 00
Walsh & Shipman	3,776 00
Storer & Stephenson	5,208 00
CLASS No. 22.—Charcoal.	
Phillip Mable	550 00
Abram Hyatt	600 00
Felix Doylin	475 00
D. R. Frasier	*425 00
James Waldron	475 00
J. F. Brennan	575 00
N. V. Houseman	463 75
John Murphy	650 00
Francis McLorley	680 00
Storer & Stephenson	875 00
John Wendell	600 00
G. W. Peeto	625 00
CLASS No. 23.—Belting, packing, and hose.	
A. M. C. Smith	*2,082 50
John F. Brennan	2,552 50
Alexander Hitchcock	2,240 90
Storer & Stephenson	2,696 00
H. S. McCombs & Co.	2,214 00

Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 23—Continued.	
John Wendell.	\$2,126 00
John H. Haskill.	† 1,744 60
CLASS No. 25.— <i>Iron work and castings.</i>	
Brown & Brownlee.	*6,737 50
John F. Brennan.	10,483 00
Alexander Hitchcock.	8,416 02
Stekles & Smith.	9,651 80
CLASS No. 26.— <i>Machinery and tools.</i>	
John F. Brennan.	790 00
Alexander Hitchcock.	*750 00
CLASS No. 28.— <i>Lightning conductors.</i>	
William A. Orcutt.	*2,917 89
Storer & Stephenson.	21,614 00
John Wendell.	4,214 73
CLASS No. 29.— <i>Diving bell.</i>	
John F. Brennan.	1,065 00
J. H. Kroelhall.	*1,000 00
William Lang.	3,850 00
B. Mallefort.	2,000 00
G. A. Kams.	2,250 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, PHILADELPHIA, UNDER ADVERTISEMENT DATED SEPTEMBER 19, 1856.

CLASS No. 1.— <i>Bricks.</i>	
J. Powell.	\$*2,805 00
Storer & Stephenson.	3,690 50
Robert McKay.	3,091 00
P. & A. Stutzor.	3,501 25
CLASS No. 2.— <i>Stone.</i>	
John T. Coleman.	1,217 50
J. C. Leper.	†904 50
J. Powell.	*991 00
P. J. Field.	1,003 45
A. W. Russell.	2,587 00
Robert McKay.	1,021 55
CLASS No. 3.— <i>Seasoned yellow pine timber.</i>	
D. Rieley & Co.	1,009 17
J. Powell.	964 12

* Accepted.

† Informal.

‡ Incomplete.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 3—Continued.	
Henry Buck.....	\$973 13
Joseph Grice.....	973 13
A. H. Cole.....	1,153 34
T. Mosher.....	1,034 40
J. J. Blapham.....	1,261 47
Peters & Reed.....	1,369 59
W. E. Anderson.....	1,081 26
Doughten & Wilson.....	1,315 53
G. W. Peete.....	1,22 43
E. H. Herbert.....	1,261 47
CLASS No. 4.—Seasoned yellow pine lumber.	
D. Risley & Co.....	1,270 00
J. Powell.....	1,257 75
Henry Buck.....	*1,188 00
Joseph Grice.....	1,540 00
A. H. Cole.....	1,322 00
T. Mosher.....	1,369 00
J. J. Blapham.....	1,408 00
Peters & Reed.....	1,796 00
W. E. Anderson.....	1,725 00
Doughten & Wilson.....	1,649 00
G. W. Peete.....	2,377 50
E. H. Herbert.....	1,053 00
CLASS No. 5.—Oak and hard-wood timber.	
W. M. Shakosporo.....	2,034 07
J. Powell.....	*1,237 52
Nat. Dunn.....	2,222 44
Peters & Reed.....	3,404 63
Doughten & Wilson.....	1,319 22
Samuel Patterson.....	1,300 46
D. S. Walton.....	2,802 24
E. H. Herbert.....	2,209 97
CLASS No. 6.—Seasoned white pine timber and lumber.	
J. Powell.....	*4,209 74
J. M. Dowell, jr.....	6,852 23
Bigler & Wilt.....	4,491 44
Doughten & Wilson.....	4,332 21
Samuel Patterson.....	5,329 63
CLASS No. 7.—Lime and hair.	
J. Powell.....	152 00
Storer & Stephenson.....	608 00
P. J. Field.....	*150 48
CLASS No. 9.—Gravel and sand.	
J. Powell.....	*140 40
P. J. Field.....	146 00

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS NO. 10.—Tin.</i>	
J. B. Baxter & Bro.....	\$721 50
J. Powell	663 00
John Wendell	*585 00
Storer & Stephenson.....	736 00
William Lang.....	702 00
J. Leslie, jr.....	643 05
<i>CLASS NO. 11.—Iron, iron spikes and nails.</i>	
J. B. Baxter & Bro.....	757 25
R. Archer & Co.....	660 00
J. Powell	627 37
John Wendell	709 00
Storer & Stephenson.....	866 00
William Lang.....	*635 87
Jos. L. Savage.....	689 37
J. Leslie, jr.....	647 20
<i>CLASS NO. 12.—Steel.</i>	
J. B. Baxter & Bro.....	258 00
John Wendell	300 00
Storer & Stephenson.....	*254 00
Jos. L. Savago.....	254 50
J. Leslie, jr.....	259 50
<i>CLASS NO. 14.—Files.</i>	
J. B. Baxter & Bro.....	275 36
J. H. Shirt & Co.....	306 14
John Wendell	394 00
G. B. Hubbell & Co.....	281 64
Storer & Stephenson.....	316 00
P. J. Field	298 20
Jos. L. Savago.....	301 90
J. Leslie, jr.....	*265 15
<i>CLASS NO. 15.—Paints, oils, &c.</i>	
J. H. Sprague & Co.....	833 88
W. D. Kennedy.....	*826 91
John Wendell	992 10
J. L. Bispham.....	996 07
Storer & Stephenson.....	913 05
J. M. Dowell, jr.....	1,024 51
W. L. Maddock.....	1,189 17
<i>CLASS NO. 16.—Ship chandlery.</i>	
C. H. Tisdale.....	5,133 58
James McCusker	5,232 20½
John Wendell	*5,003 90
Storer & Stephenson.....	5,236 84
Jos. L. Savago.....	5,629 84

Accepted.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid
<i>CLASS No. 17.—Hardware.</i>	
J. B. Baxter & Bro.....	*\$1,719 09
John Wendell	2,249 50
Storer & Stephenson.....	2,116 50
William Lang	2,137 50
P. J. Field.....	1,876 50
Joseph L. Savage	2,135 2½
J. Leslie, jr.....	1,803 76
<i>CLASS No. 18.—Stationery.</i>	
W. H. Maurice	*784 84
<i>CLASS No. 19.—Firewood.</i>	
T. B. Baxter, jr.....	*275 00
J. Powell.....	27 50
Doughten & Wilson.....	310 00
Samuel Patterson	297 50
D. S. Walton.....	350 00
<i>CLASS No. 20.—Hay and straw.</i>	
C. L. Hughes.....	1,100 00
W. S. McAllister.....	*1,072 50
<i>CLASS No. 21.—Provender.</i>	
W. L. Muddock.....	701 10
C. L. Hughes.....	682 90
W. S. McAllister.....	*652 50
<i>CLASS No. 22.—Charcoal.</i>	
James G. Young.....	*20 00
J. O. Lelper.....	37 50
John Wendell.....	100 00
<i>CLASS No. 23.—Belting, packing, hose.</i>	
J. B. Baxter & Bro.....	495 00
John Wendell	2,770 00
H. S. McCombs & Bro.....	500 00
Storer & Stephenson.....	4,060 00
J. H. Haskell.....	†427 50
P. J. Field.....	*438 00
<i>CLASS No. 26.—Machinery.</i>	
J. B. Baxter, jr.....	1,475 00
Crossley & Allen	*1,300 00
John Wendell	2,200 00
P. J. Field.....	†930 00
P. J. Field.....	†1,425 00

* Accepted.

† Informal.

ABSTRACT—Continued.

OFFERS FOR SUPPLIES FOR THE NAVAL ASYLUM, PHILADELPHIA, UNDER
ADVERTISEMENT DATED SEPTEMBER 19, 1856.

Names of bidders.	Amount of bid.
<i>CLASS No. 1.—Bricks.</i>	
Andrew Robeno, jr.....	*\$3,976 25
<i>CLASS No. 2.—Hats, boots, &c.</i>	
W. Muldoon, jr.....	*1,416 12
W. Muldoon.....	1,451 50
<i>CLASS No. 3.—Provisions.</i>	
John A. Smith.....	6,447 25
C. Heishley.....	*6,310 00
D. Woolpper.....	6,427 50
<i>CLASS No. 4.—Groceries.</i>	
J. G. Young.....	*4,451 25
W. C. Stevenson.....	4,803 50
W. L. Maddock.....	4,507 50
<i>CLASS No. 5.—Dry goods.</i>	
A. Robeno, jr.....	1,304 00
W. L. Maddock.....	*1,293 75
<i>CLASS No. 6.—Bread.</i>	
W. W. Barnes.....	†1,000 00
J. G. Young.....	*1,810 00
<i>CLASS No. 7.—Tobacco.</i>	
J. G. Young.....	*562 50
W. C. Stevenson.....	750 00
W. L. Maddock.....	637 00
<i>CLASS No. 8.—Chandlery.</i>	
J. G. Young.....	*203 11
J. Leslie, jr.....	218 40
W. C. Stevenson.....	249 30
W. L. Maddock.....	212 00
<i>CLASS No. 9.—Hardware.</i>	
J. B. Baxter, jr., & Brother.....	66 18
J. Leslie, jr.....	*48 56
W. L. Maddock.....	74 92
A. Johann.....	52 88
<i>CLASS No. 10.—Iron and nails.</i>	
J. B. Baxter, jr., & Brother.....	24 00
J. Powell.....	20 00
J. Leslie, jr.....	*19 00

*Accepted.

† Informal.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 11.—Paints, oils, &c.</i>	
J. H. Sprague & Co.....	\$87 18
J. M. Dowell, jr.....	107 45
J. L. Bispham.....	105 40
W. L. Maddock.....	114 00
<i>CLASS No. 12.—Files.</i>	
J. B. Baxter, jr., & Brother.....	3 37½
J. Leslie, jr.....	*2 70
<i>CLASS No. 13.—Lumber.</i>	
J. Powell.....	221 25
J. M. Dowell, jr.....	274 00
W. L. Maddock.....	271 00
Doughten & Wilson.....	250 40
<i>CLASS No. 14.—Provender.</i>	
C. L. Hughes.....	*78 00
W. L. Maddock.....	90 00
W. S. McAllister.....	88 80
<i>CLASS No. 15.—Firewood.</i>	
A. Robeno, jr.....	110 00
J. Powell.....	*65 00
W. L. Maddock.....	100 00
W. C. Stevenson.....	100 00
D. S. Walton.....	350 00
<i>CLASS No. 16.—Charcoal.</i>	
J. G. Young.....	*15 00
J. Powell.....	18 75
W. L. Maddock.....	25 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, WASHINGTON, D. C., UNDER
ADVERTISEMENT DATED SEPTEMBER 19, 1856.

<i>CLASS No. 1.—Bricks.</i>	
Storer & Stephenson.....	10, 125 00
A. & T. A. Richards.....	*15, 000 00
<i>CLASS No. 2.—Stone.</i>	
J. W. Bogert.....	3, 840 00
J. W. Bogert.....	3, 480 00
R. Pettit & Co.....	*1, 938 00
Silsby & Co.....	2, 028 00
B. B. Williams.....	2, 100 00
West & McCullough.....	2, 520 00

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 3.—Yellow pine timber.</i>	
Philip Otterback.....	\$8,908 85
Esau Pickrell.....	7,900 10
J. W. Bogert.....	8,889 60
J. W. Bogert.....	9,989 00
Joseph Grice.....	11,035 37
James Bigler.....	9,221 30
Peters & Reed.....	9,197 80
A. H. Cole.....	17,112 70
H. N. Easby.....	*7,299 00
J. F. Dyer.....	12,581 60
G. W. Lawrence.....	8,244 60
W. T. Dove.....	12,912 70
D. Risley & Co.....	10,883 15
A. J. Foxwell.....	10,870 80
Henry Buck.....	13,927 15
Samuel Patterson.....	8,350 04
N. A. Dunn.....	§6,000 00
E. H. Herbert.....	§4,945 30
G. W. Peete.....	12,535 86
<i>CLASS No. 4.—Yellow pine lumber.</i>	
Esau Pickrell.....	2,780 00
J. W. Bogert.....	2,649 00
J. W. Bogert.....	2,871 00
T. Mosher.....	2,446 00
Peters & Reed.....	*2,276 00
H. N. Easley.....	2,550 00
J. F. Dyer.....	2,767 00
W. T. Dove.....	2,308 00
D. Risley & Co.....	2,330 00
E. H. Herbert.....	2,600 00
G. W. Peete.....	4,144 00
<i>CLASS No. 6.—White pine, spruce, &c.</i>	
Bigler & Wilt.....	*7,629 84
Esau Pickrell.....	7,928 00
J. W. Bogert.....	9,342 00
J. W. Bogert.....	8,946 00
T. Mosher.....	7,916 00
J. Bigler.....	9,194 00
H. N. Easby.....	8,515 00
J. F. Dyer.....	9,315 00
Samuel Patterson.....	8,344 00
<i>CLASS No. 7.—Lime and hair.</i>	
A. S. Burrows & Co.....	(By lot) *2,160 00
C. W. Blakeman.....	2,400 00
L. P. Hoover.....	2,160 00
O. L. Oudesluis.....	4,560 00
John Wendell.....	3,576 00

* Accepted.

† Incomplete.

§ Not received in time.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 8.—Cement.	
W. P. Drury.....	\$1,142 40
A. S. Burrows & Co	1,470 00
Storer & Stephenson.....	2,520 00
H. Wilde, secretary.....	1,092 00
T. Mosher	1,125 60
C. L. Oudesluys	1,596 00
M. W. Woodward, secretary	*1,050 00
John Wendell	1,218 00
CLASS No. 9.—Sand and gravel.	
Phillip Otterback	*1,704 62
T. Mosher	1,935 00
Theodore McGlue.....	1,792 00
CLASS No. 11.—Iron, iron spikes and nails.	
Storer & Stephenson.....	1,085 00
Harvey & Adams.....	822 50
Joseph L. Savage.....	814 10
C. L. Oudesluys	906 75
R. Archer & Co.	*813 75
John Wendell	870 00
CLASS No. 12.—Steel.	
Storer & Stephenson.....	825 50
Harvey & Adams.....	*806 25
Joseph L. Savage.....	841 87
John Wendell	960 00
CLASS No. 13.—Pig iron.	
Storer & Stephenson.....	3,475 00
Joseph L. Savago.....	3,250 00
C. L. Oudesluys	3,150 00
W. B. Scott.....	3,200 00
John Wendell	*3,000 00
CLASS No. 14.—Files.	
A. L. Van Buren.....	2,751 00
Storer & Stephenson.....	2,757 00
Thomas M. Sother	2,290 85
Joseph L. Savago.....	2,296 50
J. H. Shirt & Co.....	2,340 97
John Wendell	2,725 75
G. B. Hubbell & Co.	*2,241 28
CLASS No. 15.—Paints, oils, &c.	
John Wendell.....	5,208 50
Storer & Stephenson.....	5,134 50
Charles Stott.....	5,324 50
Howell & Morsell	5,114 43

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 15—Continued.	
J. M. Dowell, jr.....	\$6,329 00
Z. D. Gilman.....	*5,002 40
W. D. Kennedy	‡2,265 10
CLASS No. 16.— <i>Ship chandlery.</i>	
Storer & Stephenson.....	1,996 58
Joseph L. Savage.....	*1,788 41
John Wendell.....	‡1,600 66
CLASS No. 17.— <i>Hardware.</i>	
Storer & Stephenson.....	*3,765 90
Harvey & Adams.....	3,879 20
Joseph L. Savage.....	3,852 63
John Wendell	4,189 90
CLASS No. 18.— <i>Stationery.</i>	
Robert Farnham.....	544 20
Taylor & Maury.....	*518 35
CLASS No. 19.— <i>Firewood.</i>	
Phillip Otterback.....	3,132 00
T. Mosher	*3,033 00
A. & T. A. Richards.....	3,060 00
H. S. Davis.....	4,455 00
G. T. McGlue	3,051 00
A. G. Foxwell.....	3,375 00
G. W. Peete.....	5,400 00
CLASS No. 20.— <i>Hay and straw.</i>	
Phillip Otterback	*691 80
T. Mosher	708 00
Z. M. P. King	829 50
Joseph Redfern.....	764 00
W. B. Scott.....	864 00
CLASS No. 21.— <i>Provender.</i>	
Phillip Otterback.....	*431 46
W. H. Edes.....	484 36
T. Mosher	576 80
A. & T. A. Richards.....	497 40
Z. M. P. King	451 20
Joseph Redfern.....	606 64
CLASS No. 22 — <i>Charcoal.</i>	
Phillip Otterback.....	1,715 00
C. W. Adams.....	133,000 00
Storer & Stephenson.....	7,000 00
T. Mosher	1,379 00

* Accepted.

‡ Incomplete.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 22—Continued.	
J. L. Moore.....	\$1,330 00
J. B. Bowman.....	1,328 60
William P. Clark.....	*1,260 00
Joseph Redfern.....	1,820 00
John Wendell.....	3,220 00
G. W. Peete.....	3,640 00
CLASS No. 23.—Belting, packing, hose.	
H. S. McCombs & Co.....	554 50
Storer & Stephenson.....	1,365 00
Joseph L. Savage.....	*459 00
John Wendell.....	630 00
J. H. Haskell.....	1455 40

OFFERS FOR SUPPLIES FOR THE NAVY YARD NORFOLK, UNDER ADVERTISEMENT DATED SEPTEMBER 19, 1856.

CLASS No. 1.—Bricks.	
J. Bigler.....	2,930 00
John A. Green.....	3,240 00
Robert McKay.....	4,808 00
John Murphy & Co.....	2,970 00
Storer & Stephenson.....	3,500 00
John A. Higgins.....	5,570 00
Cyrus Gault.....	*2,880 00
CLASS No. 2.—Stone.	
West & McCullough.....	*26,558 24
John Tart.....	40,404 80
James Westcott.....	40,610 93
T. Mosher.....	37,790 40
J. J. Bingham.....	44,655 84
CLASS No. 3.—Yellow pine.	
Joseph Grice.....	600 00
John A. Green.....	480 00
Peters & Reed.....	440 00
Frank Zantzinger.....	500 00
Samuel Marsh.....	500 00
William Lang.....	630 00
John E. Tunis.....	*400 00
John A. Higgins.....	1,200 00
G. W. Peete.....	440 00
E. H. Herbert.....	480 00

* Accepted.

† Informal.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 5.—Black walnut boards.</i>	
Peters & Reed.....	\$50 00
Frank Zantzinger.....	*30 00
Samuel Marsh.....	32 50
William Lang.....	35 00
John E. Tunis.....	34 50
John A. Higgins.....	125 00
T. Mosher.....	47 50
<i>CLASS No. 6.—White pine.</i>	
John A. Green.....	2,770 00
Peters & Reed.....	2,550 00
Bigler & Wilt.....	2,895 00
Frank Zantzinger.....	3,050 00
Samuel Marsh.....	2,630 00
John E. Tunis.....	*2,520 00
John A. Higgins.....	5,700 00
T. Mosher.....	2,900 00
J. J. Bingham.....	2,920 00
<i>CLASS No. 7.—Lime.</i>	
Peters & Reed.....	*330 00
Samuel Marsh.....	360 00
Storer & Stephenson.....	1,800 00
John E. Tunis.....	360 00
John A. Higgins.....	450 00
John O. Gamage.....	345 00
John Wendell.....	357 00
<i>CLASS No. 8.—Cement.</i>	
M. W. Woodward, secretary.....	1,125 00
Samuel Marsh.....	1,197 00
C. L. Oudesluis.....	1,710 00
William Lang.....	1,575 00
John Murphy & Co.....	1,206 00
Storer & Stephenson.....	2,700 00
John E. Tunis.....	1,341 00
John A. Higgins.....	2,250 00
H. Wilde, secretary.....	1,215 00
John O. Gamage.....	1,305 00
T. Mosher.....	1,224 00
John Wendell.....	*1,116 00
<i>CLASS No. 9.—Sand.</i>	
John A. Green.....	700 00
P. H. Whitehurst.....	*455 00
Peters & Reed.....	472 50
Samuel Marsh.....	700 00
John A. Higgins.....	630 00
John O. Gamage.....	487 90

* Accepted.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 11.—Iron, iron spikes and nails.</i>	
John A. Green.....	\$4,751 55
W. T. Capps.....	*4,112 50
C. L. Oudesluis.....	5,351 25
William Lang.....	5,256 00
Joseph L. Savage.....	5,220 25
Storer & Stephenson.....	6,342 00
John A. Higgins.....	5,074 50
R. Archer & Co.....	4,845 20
Griffith & Wilson.....	5,191 25
John Wendell.....	5,561 50
<i>CLASS No. 12.—Steel.</i>	
E. P. Tabb & Co.....	759 00
William Lang.....	787 50
Joseph L. Savage.....	710 00
Storer & Stephenson.....	819 50
John A. Higgins.....	806 50
Allen, Rose & Capps.....	*675 50
<i>CLASS No. 14.—Files.</i>	
G. B. Hubbell & Co.....	3,217 77
E. P. Tabb & Co.....	2,878 50
A. L. Van Buren.....	3,759 00
Joseph L. Savage.....	3,357 61
Storer & Stephenson.....	3,826 00
Allen, Rose & Capps.....	*2,808 79
J. H. Shirt & Co.....	3,140 26
Griffith & Wilson.....	2,903 24
John Wendell.....	3,196 79
<i>CLASS No. 15.—Paints, oils, and glass.</i>	
William Lang.....	3,884 40
Storer & Stephenson.....	3,859 50
John A. Higgins.....	4,301 00
John McDowell, jr.....	4,292 55
John Wendell.....	*3,835 00
<i>CLASS No. 16.—Ship Chandlery.</i>	
Robert W. Rose.....	*2,246 00
Storer & Stephenson.....	2,785 50
John A. Higgins.....	2,768 25
John Wendell.....	2,555 40
<i>CLASS No. 17.—Hardware.</i>	
E. P. Tabb & Co.....	13,856 05
Storer & Stephenson.....	13,142 00
John A. Higgins.....	11,945 04
J. T. Allyn.....	10,011 25
Griffith & Wilson.....	*8,092 00
John Wendell.....	14,009 50

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 18.—Stationery.</i>	
J. T. Borum & Co	\$630 27
W. P. Griffith	706 83
Vickery & Co	*604 55
<i>CLASS No. 20.—Hay and straw.</i>	
Robert Reid	†1,635 00
B. B. Mosely	1,941 00
John A. Green	2,325 00
Peters & Reed	*1,683 00
Jones & Co	1,950 00
Frank Zantzinger	2,400 00
John E. Tunis	2,010 00
John O. Gamage	2,022 00
T. Mosher	1,933 00
W. B. Scott	2,038 50
Samuel Patterson	2,320 00
<i>CLASS No. 21.—Provisioner.</i>	
Robert Reid	3,792 00
B. B. Mosely	4,320 00
Sherwood & Young	3,880 00
Peters & Reed	5,960 00
Jones & Co	3,792 00
Frank Zantzinger	4,400 00
John A. Higgins	*3,350 00
<i>CLASS No. 22.—Charcoal.</i>	
P. H. Whitehurst	600 00
Albert Sawyer	*495 00
D. J. Turner	555 00
Frank Zantzinger	600 00
Storer & Stephenson	1,500 00
John Tart	765 00
John Wendell	750 00
G. W. Peeto	690 00
D. S. Walton	750 00
E. H. Herbert	§450 00
D. W. Dozier	§450 00
<i>CLASS No. 23.—Belting and packing.</i>	
H. S. McCombs & Co	3,262 30
John A. Green	4,248 00
J. H. Haskell	†3,083 40
E. P. Tabb & Co	3,635 00
C. L. Oudesluis	4,703 00
Joseph L. Savage	3,300 50
Storer & Stephenson	4,707 00
John A. Higgins	3,285 00
Allen, Rose & Capps	3,096 00
John Wendell	4,052 00

* Accepted.

† Informal.

‡ Incomplete.

§ Received too late.

ABSTRACT—Continued.

OFFERS FOR SUPPLIES FOR NAVY YARD, PENSACOLA, UNDER ADVERTISE-
MENT DATED SEPTEMBER 19, 1856.

Names of bidders.	Amount of bid.
<i>CLASS NO. 1.—Bricks.</i>	
C. P. Knapp.....	\$450 00
Brand & Adams.....	*250 00
Storer & Stephenson.....	475 00
W. H. Baker.....	300 00
<i>CLASS NO. 2.—Stone.</i>	
E. C. Sargent.....	6,561 15
Bodwell & Webster.....	*4,970 16
Pierce & Rowe.....	5,097 60
<i>CLASS NO. 3.—Yellow pine timber.</i>	
W. E. Anderson.....	3,100 72
C. P. Knapp.....	*2,625 72
Joseph Grice.....	14,175 48
<i>CLASS NO. 4.—Yellow pine lumber.</i>	
W. E. Anderson.....	890 87
C. P. Knapp.....	*757 71
Joseph Grice.....	1,766 61
A. L. Avery.....	792 55
<i>CLASS NO. 5.—Hard wood, &c.</i>	
W. E. Anderson.....	279 00
C. P. Knapp.....	*267 50
A. L. Avery.....	416 00
<i>CLASS NO. 6.—White pine, spruce, &c.</i>	
W. E. Anderson.....	*612 00
C. P. Knapp.....	740 00
A. L. Avery.....	830 00
<i>CLASS NO. 7.—Lime.</i>	
C. P. Knapp.....	*518 00
Brand & Adams.....	556 00
A. L. Avery.....	693 50
Storer & Stephenson.....	1,280 00
<i>CLASS NO. 9.—Cockle shells.</i>	
C. P. Knapp.....	8,325 00
C. G. Barclay.....	8,775 00
Joseph Wilkins.....	*7,275 00
<i>CLASS NO. 11.—Iron, iron spikes and nails.</i>	
C. P. Knapp.....	4,763 60
A. L. Avery.....	3,509 66

* Accepted.

ABSTRACT—Continued.

Names of bidders.	Amount of bid.
CLASS No. 11—Continued.	
Storer & Stephenson.....	\$4,218 00
R. Archer & Co.....	*3,288 60
CLASS No. 12.—Steel.	
Brand & Adams.....	*426 00
A. L. Avery.....	485 50
Storer & Stephenson.....	430 00
C. P. Knapp.....	430 00
CLASS No. 14.—Files.	
G. B. Hubbell & Co.....	449 38
Brand & Adams.....	585 75
A. L. Avery.....	748 50
Storer & Stephenson.....	642 00
J. H. Shirt & Co.....	*441 32
CLASS No. 15.—Paints, oils, &c.	
John B. Todd.....	*4,844 80
Brand & Adams.....	5,368 72
A. L. Avery.....	5,183 66
Storer & Stephenson.....	4,939 53
CLASS No. 16.—Ship chandlery.	
John B. Todd.....	*3,122 35
Brand & Adams.....	3,519 90
A. L. Avery.....	3,425 40
Storer & Stephenson.....	4,416 20
CLASS No. 17.—Hardware.	
Brand & Adams.....	*3,368 95
A. L. Avery.....	3,461 90
Storer & Stephenson.....	3,684 50
CLASS No. 18.—Stationery.	
C. P. Knapp.....	1,108 00
A. L. Avery.....	*828 72
Middleton & McMaster.....	920 41
CLASS No. 19.—Firewood.	
C. P. Knapp.....	*3,610 00
A. L. Avery.....	4,035 00
Storer & Stephenson.....	11,000 00
CLASS No. 20.—Hay.	
C. P. Knapp.....	1,885 00
A. L. Avery.....	*1,690 00
Storer & Stephenson.....	3,250 00

* Accepted.

REPORT OF THE
ABSTRACT—Continued.

Names of bidders.	Amount of bid.
<i>CLASS No. 21.—Provender.</i>	
C. P. Knapp.....	\$3,625 00
A. L. Avery.....	*3,300 00
Storer & Stephenson.....	5,500 00
<i>CLASS No. 22.—Charcoal.</i>	
C. P. Knapp.....	160 00
Storer & Stephenson.....	800 00
Jesse Pritchett.....	*128 00
<i>CLASS No. 23.—Belting, packing, hose.</i>	
A. L. Avery.....	1,482 00
Storer & Stephenson.....	1,985 00
C. L. Richards.....	*1,474 80
<i>CLASS No. 24.—Copper and composition nails.</i>	
A. L. Avery.....	587 00
Storer & Stephenson.....	*506 00
<i>CLASS No. 26.—Iron castings.</i>	
C. P. Knapp.....	*750 00
A. L. Avery.....	1,350 00

* Accepted.

No. 3.

Abstract or compendium of annual report from the Bureau of Ordnance and Hydrography, dated October 13, 1856.

Forwards estimates for ordnance for the United States Naval Observatory and Hydrographical Office, and for the Naval Academy.

Explains cause of excess in the estimates for ordnance.

Recommends the purchase of an additional supply of cannon powder.

Recommends further improvements in navy yards for preparation and preservation of ordnance stores.

States the progress made in the manufacture of cannon for the propeller steamships.

States that reports from commanders of squadrons and single ships continue to show great attention to preparation for battle and instruction in gunnery.

Explains estimates of superintendent of the United States Naval Observatory, in which a small increase is asked for wind and current charts, &c., and a decrease in the amounts for other objects.

Gives reasons for increase in estimates for Naval Academy, and recommends an increase of \$200 to the pay of assistant librarian.

Recommends that a vessel with auxiliary steam power be used as a practice-ship for midshipmen.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 13, 1856.

SIR: I have the honor to forward, herewith, estimates of the amounts supposed to be required for the fiscal year ending June 30, 1858, for ordnance and other articles connected with the armament of the navy; for hydrographical purposes, and other objects under the immediate direction of the superintendents of the Naval Observatory and Hydrographical Office, and the Naval Academy.

The estimate for ordnance purposes exceeds that of the present fiscal year, the excess being for heavy cannon for the armaments of the "Powhatan" and "Cumberland," and shells for general service. Should any new vessels be authorized, an additional amount will be required for the purchase and preparation of their armaments and ordnance stores.

The quantity of powder on hand is not sufficient to fill the magazines, and it would seem to be but prudent to have a supply to meet any emergency; and as it is found that the gunpowder made for the navy does not deteriorate in strength by long keeping, an estimate therefor has been made accordingly.

Further provision is still required at some of the navy yards for the proper preparation and preservation of ordnance stores, and estimates for such improvements as are deemed necessary have been furnished to the Bureau of Navy Yards and Docks.

The cannon for three of the new propeller frigates have been delivered; the remaining number are in process of manufacture and completion, and will probably be ready in the course of the next two months.

The reports from commanders of squadrons and single ships continue to show great attention on the part of the officers to the general preparation for battle, and to the instruction of the men in practical gunnery, and afford evidence that the armaments and ordnance equipments of our vessels are efficient and satisfactory.

The letter from the superintendent of the Naval Observatory and Hydrographical Office shows a decrease of one thousand dollars in the estimates for his office; there is a small increase in the amount for continuing the publication of the series of wind and current charts, and for extending to the shore the system of meteorological observations, and a decrease for other objects, as will be shown by his letter accompanying this report.

The superintendent of the Naval Academy asks for a small increase over the appropriation for the present fiscal year, to complete the seawall and pave the roads running through the academy grounds; both works are very necessary and important.

An increase of two hundred dollars is asked for the assistant librarian. In view of the small amount of compensation he now receives, it seems but just that this increase should be allowed.

The board of examiners again recommend, with which recommendation the bureau concurs, that a vessel with auxiliary steam power be used as a practice-ship. As all the vessels now being constructed are supplied with this power, it is obvious that the young men educated for the navy should be instructed in this very important branch of their profession. The vessel could be well employed, after the annual summer cruise with the acting midshipmen, in giving instructions to officers and men in practical gunnery, which it is considered very important to diffuse throughout the service.

I have the honor to be, sir, very respectfully, your obedient servant,
D. N. INGRAHAM,
Chief of Bureau.

Hon. J. C. DOBBIN,
Secretary of the Navy, Washington, D. C.

Summary of the estimates from the Bureau of Ordnance and Hydrography for the fiscal year ending June 30, 1858

For what objects.	Amount estimated for year ending June 30, 1858.	Amount appropriated for year ending June 30, 1857.
A.—For pay and contingent expenses of the bureau . . .	\$13,090 00	\$13,090 00
B.—For pay of officers on ordnance duty	20,300 00	24,100 00
C.—For ordnance and ordnance stores	304,000 00	221,000 00
F.—For the purchase of articles, and incidental expenses connected with the Naval Observatory and Hydrographical Office	67,160 00	68,160 00
G.—For the pay of superintendent and officers on duty at the Naval Observatory and Hydrographical Office	37,000 00	37,000 00
H.—For the erection, repair, &c. of buildings, and for contingent expenses at the Naval Academy . . .	42,307 22	39,595 22
I.—For the pay of officers, &c. at the Naval Academy .	96,831 00	93,781 00
D.—Statement of value of stores on hand, and values received and expended from July 1, 1855, to June 30, 1856 . . . . .	.....	.....
E.—Statement of amount and cost of labor from July 1, 1855, to June 30, 1856 . . . . .	.....	.....
Total	580,688 22	496,726 22

D. N. INGRAHAM,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

A.

Estimate of the amount required for the support of the Bureau of Ordnance and Hydrography for the year ending June 30, 1858.

For salary of chief of the bureau, per act of August 31, 1842, volume 5, section 3, page 579.....	\$3,500 00
For salary of one fourth class clerk, per act of March 3, 1853, pamphlet edition of laws, section 3, page 211.....	1,800 00
For salary of four second class clerks, including draughtsmen, per act of March 3, 1853, pamphlet edition of laws, section 3, page 211, and act of April 22, 1854, pamphlet edition, page 276.....	5,600 00
For salary of messenger, per act of August 31, 1842, volume 5, section 6, page 580, and act of April 22 and August 4, 1854, pamphlet edition of laws and joint resolution of August 18, 1856.....	840 00
For wages of one laborer, per joint resolution of August 18, 1856, pamphlet edition of laws, page 145.....	600 00
	<u>12,340 00</u>
Appropriated for year ending June 30, 1857.....	<u>12,340 00</u>
<i>Contingent Expenses.</i>	
For blank books, stationery, and for miscellaneous items.....	750 00
Appropriated for year ending June 30, 1857.....	<u>750 00</u>

D. N. INGRAHAM,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 13, 1856.

B.

Estimate of pay required for officers proposed to be employed on ordnance duty for the year ending June 30, 1858.

One captain, as inspector.....	\$2,800 00
One commander, as assistant inspector, charged with experiments in gunnery, at the Washington navy yard.....	2,500 00
Ten lieutenants, as assistant inspectors, at \$1,500.....	15,000 00
	<u>20,300 00</u>
Amount appropriated for year ending June 30, 1857.....	<u>24,100 00</u>
Less.....	3,800 00

D. N. INGRAHAM,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 13, 1856.

C.

Estimate of the amounts that will probably be required for ordnance and ordnance stores, for labor, and for contingent expenses for the year ending June 30, 1858.

For cannon	\$50,000 00
For gun carriages and gun carriage timber	30,000 00
For shells, and for fitting the same for service	30,000 00
For boat and field guns	17,500 00
For purchase of small arms and laboratory stores	50,000 00
For purchase of gunpowder	36,000 00
For labor at yards, besides that included above in cost of articles	70,000 00
For freight and transportation, printing and contingent expenses of all kinds, for ordnance purposes	20,500 00
	304,000 00
Amount appropriated for year ending June 30, 1857	221,000 00
* Excess	83,000 00

* This excess is caused by the amount required for cannon to arm the Powhatan and Cumberland, and for shells for general service.

The estimate for labor at yards has been increased \$20,000, as the amounts heretofore estimated and appropriated have not been sufficient to meet the expenditures actually necessary under that head.

D. N. INGRAHAM,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

D.

Statement of cost or estimated value of stores on hand at the several navy yards, July 1, 1855; of articles received and expended, from June 30, 1855, to June 30, 1856; and of those remaining on hand July 1, 1856, which are under the direction of the Bureau of Ordnance and Hydrography.

Navy yards.	On hand July 1, 1855.	Receipts.	Expenditures.	On hand July 1, 1856.
Portsmouth	\$125,317 02	\$37,540 00	\$8,035 07	\$153,931 34
Boston	502,676 19	188,316 86	217,127 01	473,866 04
New York	515,980 59	123,122 08	87,726 35	551,376 92
Philadelphia	38,620 80	68,420 59	25,302 09	81,739 30
Washington	147,082 69	133,161 09	142,978 45	138,166 23
Norfolk	529,585 09	244,639 84	172,721 95	601,502 98
Pensacola	100,945 69½	9,931 30	1,088 61	109,788 38½
Mare Island	656 50	365 69	376 69	646 50
On the lakes	38,746 48			38,746 48
Total	1,999,611 65½	805,508 64	655,356 12	2,149,764 17½

D. N. INGRAHAM, Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

E.

Statement of the number of days' labor, and cost thereof, from July 1, 1855, to July 1, 1856, 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	4,373	\$7,970 90	\$1 81
Boston	17,647 $\frac{3}{4}$	30,102 84	1 71
New York	14,068	22,026 88	1 56
Philadelphia	4,180 $\frac{1}{2}$	8,419 33	2 01
Washington	49,846 $\frac{1}{2}$	84,508 46	1 69 $\frac{1}{2}$
Norfolk	17,928	32,495 54	1 81
Pensacola	511	875 48	1 71
Mare Island	36 $\frac{1}{2}$	147 00	4 03
	108,590 $\frac{1}{4}$	186,546 43	1 62

D. N. INGRAHAM, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October 13, 1856.*

UNITED STATES NAVAL OBSERVATORY, &c.,
Washington, September 12, 1856.

SIR: I have the honor herewith to submit estimates for the support of this office for the year ending June 30, 1858. They are marked (F.)

It will be observed that these estimates do not, by \$1,000, call for as much as the appropriations for the year current allow.

Upon examination, it will appear that the estimates under items 1 and 4 call for \$6,000 less than is allowed by current appropriations, and that under item 3, \$5,000 more, for the year ending June 30, 1858, are called for than the appropriations for the year current allow.

The difference in the first two cases is owing to the fact that the requirements of the office under those two heads will have been met, to a considerable extent, by the appropriations for the two last years, thus limiting expenses for the next year to a considerable extent to wear and tear.

Under the 3d item, on the other hand, the estimate for the next fiscal year calls for more than the appropriations for the year current allow. It is very desirable and would be very advantageous to the public service to extend the system of meteorological observations and research, which has proved so beneficial at sea, so as to include certain phenomena connected with the same system as they occur on the land.

For example: Many of the storms which are so disastrous to the shipping along the coast commence far in the interior. The march is progressive, the telegraph can outstrip them, and may give to the outward-bound shipping in our harbors warning of their approach.

A properly organized and well conducted system of meteorological observations and weather reports through the telegraph would, I have no doubt, be alike beneficial and creditable by its results to the whole country, as well as to its commerce and navigation.

The French minister of war, Field Marshal Count Vaillant, alluding at a recent sitting of the Academy of Sciences to the importance of a regular system of meteorological observations on the *land*, both to military and naval operations, referred to the November storm of 1854, which proved so disastrous to the shipping of the allies in the Black sea. He used this language:

“About a year ago, that dreadful tempest which broke loose upon the allied fleets in the Black sea was announced from Austria by the electric telegraph a long time before it was felt at Paris. It appears then that, by the aid of the telegraph and barometrical observations, we may be apprized several hours or several days before of great atmospherical disturbances which happen at the distance of 1,000 or 1,500 leagues. How advantageous, then, would such a warning be to our coasters and fishermen, who are seldom lost excepting when the storm takes them by surprise.”

I have seen it stated that no less than six fine American ships, some of them of the largest class, that put to sea from New York, just as the terrible gale of last winter happened to be springing up, have never been heard of since.

When we recollect how much less able to withstand the storm are the fleets of coasters, fishing smacks, &c., that are daily plying in and out of every harbor along the coast, and on the lakes; and when, moreover, we call to mind the fact, that on the average no less than two American vessels suffer shipwreck daily, we may form some idea of the advantage which telegraphic warnings of these storms from the land would afford to the shipping and commerce and people of the country. Other industrial pursuits and great interests, agriculture and public convenience among them, would also participate largely in the benefits that are sure to result from such extension of this plan of research.

It may not be amiss to call your attention more particularly to the occasion which called from the field marshal of France the remarks quoted above.

About a year ago, he, as minister of war, requested the views of the Academy of Sciences as to the establishment of certain meteorological observations in Algeria. The subject was referred by the academy to a committee of the most eminent meteorologists. They brought in a report and submitted a plan, and during the discussion which followed the minister of war is represented to have said:*

“Is it true, that in a new country like Algeria, conquered yesterday and pacified to-day, we require observations more precise than those which have been made in Europe; and that unless they reach this precision they will be useless, in reference to the purposes of colonization, the kinds of culture to be introduced, the health of the army, and of the natives and other inhabitants? We do not believe it, and in support of our opinion will mention a few facts. This year the cotton crop has been very satisfactory in one of the provinces of Algeria, very moderate in another, and very bad in a third. These differences, which always have a money value, and which lead either to the prosperity or ruin of the agricultural colonists—do we not

*North British Review—American edition, vol. xx, No. 1.

know what produced them in 1855, and what may produce them still? It is neither the mode of culture, nor the attention paid to the plant, nor even the nature of the soil; it is simply the time of the rains in the provinces of Algiers, Oran, and Constantine. When the cotton has reached a certain stage of its growth, it must not be drenched with water. If it rains then, it is wholly lost. How important then is it to the colonist to know beforehand, without having to make experiments himself which might lead to his ruin, if in such and such locality he must sow sooner or later, and whether his crops shall be exposed to be burned by the winds of the desert, or drowned in the floods of unseasonable rains. What can direct in this matter, except a series of observations, even though incomplete, provided they extend over a sufficient number of years?" The count then states that "they have recently received a species of cotton which ripens in a comparatively short time, that it must be tried in localities where the rain takes place soonest; and that, therefore, it is of the greatest importance to learn from meteorological observations where such places are."*

Meteorological observations in our new territories would be as beneficial to the emigrants that are flocking there as they would be to the colonists of Algeria, for our own fellow-citizens would thus learn, without every one making the experiment for himself, what fruits, plants, and vegetables would flourish best in the new country. Each would therefore carry with him, in the first instance, those best adapted to its climate and to his own purposes.

You are aware that the wind and current charts, which have elicited so much favorable commendation in seafaring and commercial circles, are based upon data derived entirely from voluntary co-operation. The only return made to the observer, who furnishes his own instruments and observations, is a single copy of the charts and sailing directions, which his own researches may help to make.

I am induced to believe that the system of co-operation may be extended along the shore, and that observations may be procured from farmers and others also by voluntary co-operation; that the chief expenses connected with them would be those of discussing the observations and publishing the results. And this amount, if I were allowed to employ officers of the reserved list on the work, would be reduced to a sum altogether insignificant, and such as would be required mainly for stationery, printing, and the like.

It is believed that the sum called for in the estimates will be sufficient to extend from the sea to the land this admirable system of meteorological co-operation and research. At any rate, it will suffice to give practical proof of the value and importance of the magnetic telegraph as a meteorological and nautical implement.

Respectfully, &c.,

M. F. MAURY,

Lieutenant U. S. Navy, Superintendent.

Capt. D. N. INGRAHAM,

Chief of the Bureau of Ordnance and Hydrography.

* *Comptes Rendus, &c.*, 31st Dec. 1855, vol. xli.

Wind and current charts on hand September 30, 1856.

TRACKS.—SERIES A.		PILOT.—SERIES C—Continued.	
<i>North Atlantic.</i>		<i>Capo Horn.</i>	
	<i>Sheets.</i>		<i>Sheets.</i>
No. 1.....	566	No. 1.....	897
2.....	1,086	2.....	923
3.....	391		1,820
4.....	722	<i>South Pacific.</i>	
5.....	971	No. 1.....	591
6.....	1,141	2.....	621
7.....	583	5.....	400
8.....	1,141	6.....	437
	<hr/>		2,049
	6,601	<i>North Pacific.</i>	
<i>South Atlantic.</i>		No. 1.....	871
No. 1.....	712	2.....	393
2.....	519	3.....	280
3.....	865	5.....	539
4.....	648	6.....	1,022
	<hr/>		3,105
	2,744	<i>Brazil.....</i>	798
<i>South Pacific.</i>		THERMAL S.—SERIES D.	
No. 5.....	298	<i>North Atlantic.</i>	
10.....	448	No. 1.....	534
	<hr/>	2.....	478
	746	3.....	490
<i>North Pacific.</i>		4.....	623
No. 2.....	866	5.....	511
6.....	760	6.....	538
7.....	1,133	7.....	529
8.....	979	8.....	527
9.....	793		4,239
10.....	767	<i>South Atlantic.</i>	
11.....	820	No. 1.....	635
	<hr/>	2.....	527
	6,118	3.....	632
<i>Indian Ocean.</i>		4.....	662
No. 4.....	699		2,446
5.....	410	STORM AND RAIN.—	
7.....	842	SERIES E.	
8.....	600	<i>North Atlantic.....</i>	268
9.....	379	<i>South Atlantic.....</i>	276
10.....	469	WHALE CHART.—SERIES F.	
11.....	417	No. 1.....	184
	<hr/>	2.....	206
	3,786	3.....	124
SERIES B.		4.....	191
<i>Atlantic.....</i>	860		705
PILOT.—SERIES C.		<i>Programme, Whale.....</i>	329
<i>North Atlantic.</i>		Total number of sheets on hand....	40,078
No. 1.....	773		
2.....	788		
	<hr/>		
	1,561		
<i>South Atlantic.</i>			
No. 1.....	873		
2.....	754		
	<hr/>		
	1,627		

Number of sheets of the wind and current charts published since June 30, 1855, to September 30, 1856.

	<i>Sheets.</i>
North Atlantic, Series A: No. 1, 6,000; No. 2, 7,000; No. 3, 4,272; No. 4, 4,000; No. 5, 4,000; No. 6, 6,000; No. 7, 4,000; No. 8, 4,000; 39,272 impressions, making.....	9, 818
South Atlantic, Series A: No. 1, 4,000; No. 2, 4,000; No. 3, 4,000; No. 4, 2,000; 14,000 impressions, making.....	3, 500
North Pacific, Series A: No. 2, 4,000; No. 5, 2,000; No. 6, 4,000; No. 7, 2,000; No. 8, 4,000; No. 9, 4,000; No. 10, 4,000; No. 11, 2,000; 26,000 impressions, making.....	6, 500
South Pacific, Series A: No. 10, 3,000; 3,000 impressions, making.....	750
Indian Ocean, Series A: No. 4, 4,000; No. 5, 2,000; No. 7, 4,000; No. 8, 4,000; No. 9, 4,000; No. 10, 4,000; No. 11, 4,000; 26,000 impressions, making....	6, 500
North Atlantic, Series C: No. 1, 1,500; No. 2, 1,500; 3,000 impressions, making.....	3, 000
South Atlantic, Series C: No. 1, 1,500; No. 2, 1,500; 3,000 impressions, making.....	3, 000
Brazil, Series C.....	500
Cape Horn, Series C: No. 1, 1,000; No. 2, 1,000; 2,000 impressions, making..	2, 000
North Pacific, Series C: No. 1, 1,000; No. 2, 500; No. 3, 500; No. 5, 500; No. 6, 1,000; 3,500 impressions, making.....	3,500
South Pacific, Series C: No. 1, 500; No. 2, 1,000; No. 6, 500; 2,000 impressions, making.....	2, 000
North Atlantic, Series D: No. 1, 2,000; No. 2, 2,000; No. 3, 2,000; No. 4, 2,000; No. 5, 2,000; No. 6, 2,000; No. 7, 2,000; No. 8, 2,000; 16,000 impressions, making.....	4, 000
South Atlantic, Series D: No. 1, 3,000; No. 2, 3,000; No. 3, 3,000; No. 4, 3,000; 12,000 impressions, making.....	3, 000
North Atlantic, Series E.....	1, 000
South Atlantic, Series E.....	1, 000
Total number of sheets.....	50, 168
Coating, in the aggregate.....	\$19, 783 50

F.

Estimate of the amount required for the United States Naval Observatory and Hydrographical Office for the year ending June 30, 1858.

For the purchase and repair of nautical and astronomical instruments; and for the purchase, binding, and backing of nautical books, maps, and charts required for the use of the navy.....	\$18,000 00
For printing and publishing sailing directions, hydrographical surveys, and astronomical observations.....	15,000 00
For continuing the publication of the series of wind and current charts, and defraying all the expenses connected therewith, including an extension to the shore of the system of meteorological co-operation and research upon which said charts are based.....	23,000 00
For models, drawings, and copying, postage, freight, and transportation; for working lithographic press, including chemicals; for keeping grounds in order; for fuel and lights, and all other contingent expenses.....	8,000 00
For the wages of the following persons employed at the United States Naval Observatory and Hydrographical Office, viz: one lithographer, one instrument maker, two watchmen, and one porter.....	3,160 00
Total.....	67,160 00
Amount appropriated for year ending June 30, 1857.....	68,160 00
Loss.....	1,000 00

D. N. INGRAHAM,
Chief of the Bureau.

G.

Estimate of the amount required for the pay of officers and others proposed for duty at the United States Naval Observatory and Hydrographical Office for the year ending June 30, 1858.—Chargeable to the general appropriation for "pay of the navy."

One lieutenant, as superintendent.....	\$3,000 00
Ten lieutenants at \$1,500 per annum each.....	15,000 00
Eight passed midshipmen at \$750.....	6,000 00
Six professors of mathematics at \$1,500.....	9,000 00
One assistant observer, (civil).....	2,500 00
One clerk, (civil).....	1,500 00
Total.....	37,000 00
Amount appropriated for the year ending June 30, 1857.....	37,000 00

D. N. INGRAHAM,
Chief of the Bureau

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

H.

Estimate of the amount required for the erection and repairs of buildings, for improvement and preservation of the grounds, and for contingencies at the Naval Academy, for the year ending June 30, 1858.

For two houses in one block, as per plan A.....	\$9,000 00
For paving with rubble stone the roads within the walls of the academy, now greatly cut up.....	4,890 00
For keeping gas and steam works in repair.....	300 00
For constructing marine stone wall from boat house to western wall, and thus completing the entire enclosure of water fronts of the academy, and for filling in the same.....	3,672 00
For repairs of all kinds.....	5,000 00
	22,862 00
<i>For the wages of the following persons, viz:</i>	
Assistant librarian.....	700 00
Six watchmen, at \$1 37½ per day, each.....	3,011 22
Messenger.....	312 00
Attendant at recitation hall, at \$18 per month.....	216 00
Attendant at laboratories, at \$18 per month.....	216 00
Attendant at library building and at the observatory and chapel, at \$18 per month.....	216 00
Attendant at gas and heating apparatus, at \$1 75 per day.....	638 75
Attendant at gas and heating apparatus, at \$1 50 per day.....	547 00
Two attendants at gas and heating apparatus, at \$1 25 per day, each.....	912 50
One mechanic to superintend and be the head workman at the workshop, at \$1 75 per day.....	638 75
One mechanic to assist head workman, at \$1 50 per day.....	547 00
Ten laborers to attend and keep in order midshipmens' quarters and public grounds.....	1,640 00
	9,595 22

H—Continued.

<i>Contingent expenses.</i>	
For materials for heating and lighting the establishment.....	\$3,950 00
For the purchase of books for the library.....	2,000 00
For stationery, blank books, and forms.....	500 00
For furniture and fixtures for public buildings.....	2,000 00
For incidental repairs and expenses in the astronomical and philosophical departments.....	400 00
For all other incidental expenses, freight, &c.....	1,000 00
	9,850 00
Total amount required for Naval Academy, for the year ending June 30, 1858.	42,307 22
Amount appropriated for the year ending June 30, 1857.....	39,595 22
Excess	2,712 00

NOTE.—The two houses included in this estimate are intended as quarters for assistant professors, and they are asked for both upon the grounds of public utility and of justice to those officers. The Board of Examiners last year recommended this appropriation in the following terms: “Additional quarters are required for several of the assistant professors, and other persons attached to the academy, who are now compelled to find quarters in Annapolis; a necessity which is attended with great inconvenience to themselves, and not unfrequently acts as an interruption to the prompt performance of public duty.”

The Board of the present year repeated this recommendation, and I beg leave to urge it as one of the measures suggested by my experience to promote the welfare of the academy.

Substantial stone pavements along our thoroughfares are just as important here as on the streets of our cities. The improvement has been recommended by one or more Boards, and its utility will be obvious to every one who will give the subject a moment's consideration. The sum now asked for to complete the wall along the northern water front has become necessary by the extension of the grounds by purchase. It is all that will ever be required for that purpose, so long as the academy grounds are confined to their present limits.

A small increase of \$200 is asked for the assistant librarian. Our library is yearly increasing in importance, and it is impossible to retain the services of a proper person now, at the small compensation allowed. The salary does not exceed that of a common laborer.

Respectfully submitted,

L. M. GOLDSBOROUGH, *Superintendent.*

AUGUST 14, 1856.

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October 13, 1856.*

D. N. INGRAHAM, *Chief of the Bureau.*

*Estimate for a block of two houses, to be occupied by the assistant professors at the Naval Academy.—See plan.**

25,410 feet of joist and scantling.....	\$508 00	
10,000 feet of flooring.....	500 00	
10,000 feet of one-inch cullings.....	250 00	
10,000 feet of one and two-inch plank.....	550 00	
		\$1,808 00
Carpenter's work.....		1,899 00
<i>Hardware.</i>		
60 door locks; 60 pairs 4 by 4 butt hinges; 76 pairs parliament hinges; 38 sets shutter fastenings; 96 dozen ear-pulleys; 50 pounds brads; 20 pounds sash cord; 20 pounds glue; 500 pounds sash weights; 1,000 pounds nails..		300 00
<i>Bricks, brickwork, painting, &c.</i>		
White lead, oil, and turpentine, \$143; glass, \$50; workmanship, \$207.....		400 00
Mantels, \$125; slating, \$400; tinning, spouting, &c., \$120; stone sills and lintels, \$250.....		895 00
47 perches stone, \$94; 75,000 red bricks, \$675; 100,000 run of the kiln, \$750; 50,000 laths, \$175; 125 bushels hair, \$34 75; 600 pounds nails, \$35; 973 bushels lime, \$437 88; 4,500 bushels sand, \$157 50.....		2,358 63
Laborers' and carters' work.....		250 00
Laying 175,000 bricks.....		555 00
Plastering 2,800 yards.....		360 00
Two sets granite steps, one for each house.....		175 00
		9,000 63
Total required for two houses.....		

* For plan of buildings see Ex. Doc. No. 1, 34th Congress, 1st session.

I.

Estimate of the amount required for the pay of officers and others proposed for duty at the Naval Academy for the year ending June 30, 1858, chargeable to the general appropriation for "pay of the navy."

One superintendent, (captain)	\$2,800 00
One commandant of midshipmen, (commander).....	1,900 00
Three assistants to commandant of midshipmen, to aid instructing in seamanship, practical gunnery, and for police duties, (lieutenants).....	3,600 00
One surgeon	2,250 00
One chaplain	1,500 00
One professor of astronomy and navigation.....	1,500 00
One professor of mathematics.....	1,500 00
One professor of field artillery and infantry tactics	1,500 00
One professor of natural and experimental philosophy.....	1,500 00
One professor of English studies.....	1,500 00
One professor of the French language	1,500 00
One professor of the Spanish language.....	1,500 00
One professor of drawing and teacher of the art of defence.....	1,500 00
One assistant professor of astronomy, (lieutenant).....	1,050 00
Three assistant professors of mathematics, (lieutenants).....	4,500 00
Three assistant professors of English studies, (one lieutenant and two civil)...	3,500 00
One assistant professor of natural and experimental philosophy.....	1,000 00
One assistant professor of French	1,000 00
One secretary	1,250 00
One clerk to superintendent.....	700 00
One clerk to purser	500 00
One carpenter.....	840 00
One hundred and fifty acting midshipmen as students.....	52,500 00
One gunner's mate	372 00
One hospital steward.....	360 00
One quarter gunner.....	312 00
One coxswain to attend boats.....	288 00
One steward for acting midshipmen's mess	288 00
One cook for acting midshipmen's mess	216 00
Two seamen, one to assist gunner's mate and the other to keep mechanics' time, for police duties, &c	576 00
One ordinary seaman to attend at hospital	193 00
One master of the band.....	312 00
Six musicians of the first class	1,512 00
Five musicians of the second class.....	1,080 00
One drummer, } payable from the appropriation for marine corps	432 00
One fifer, }	
	96,831 00
Amount appropriated for year ending June 30, 1857.....	93,781 00
Excess.....	3,050 00
Difference reconciled as follows :	
*Increase to superintendent (authorized by law).....	\$300 00
*Increase to commandant of midshipmen (authorized by law).....	100 00
*Increase to three assistants to commandant of midshipmen (authorized by law).....	600 00
*Increase to assistant in department of astronomy (authorized by law).....	50 00
*Increase to three assistants in department of mathematics (authorized by law).....	1,500 00
*Increase to assistant in department of English studies (authorized by law).....	500 00
	3,050 00

* These officers have all been promoted one grade since the last estimate.

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 13, 1856.

No 4.

Abstract of report for the Bureau of Construction, &c.

The estimates submitted are for the usual number of vessels in commission, and vary slightly from those of last year, occasioned chiefly by the increased number of steam vessels, and some of the larger class of ships that require repairs.

Suggestions are made that the number of the small class sailing vessels be increased; and that a larger stock of the principal building materials be provided.

No further appropriation is required for six steam frigates, and they are all afloat.

The war steamer building at Hoboken is still in progress, for which Congress has appropriated the whole amount called for by the contract.

NAVY DEPARTMENT,

Bureau of Construction, &c., October 21, 1856.

SIR: In compliance with your instructions, it is respectfully submitted that the estimated amount necessary for the repairs and equipment of the vessels of the navy during the fiscal year ending 30th June, 1858, that the usual number may be kept in commission is \$2,877,000, being \$77,500 more than the amount appropriated for the present fiscal year.

As different classes of ships are successively brought forward for service, and as the number of steam vessels increases, the amount required for repairs will necessarily vary, and most of the vessels in the service being old ships, the expenses upon them will annually increase.

There being now so few sailing vessels of small class remaining in the navy, which class is very useful in time of peace, it is respectfully suggested for consideration that their number be increased. Several of the frigates that require extensive repairs can be converted into formidable sloops-of-war, but there are none of the sloops-of-war that can well be reduced to a lower rate.

The annual appropriations heretofore made have been merely sufficient for the actual current wants of the navy, and when there arises any sudden and increased demand the supplies of the principal building materials of a proper quality can only be obtained at extravagant rates, as was experienced in building the steam frigates, recently. It is therefore respectfully submitted that an appropriation be made for the purpose of laying in a larger stock, to be properly distributed at the several yards.

Purchasing these materials in large quantities with the promptness and certainty of payment, enables the government to obtain its supplies at the lowest rates, and being inspected by competent persons insures their being of the best quality.

The six steam frigates built in accordance with the act of Congress of the 6th of April, 1854, are all afloat, and two of them are in commission; the others can be fitted for sea as soon as may be desired.

The war steamer for harbor defence, contracted for with Mr. R. L. Stevens, by act of Congress of 14th April, 1842, is still in progress of construction. The whole amount of the contract, \$586,717 84, has now been appropriated by Congress, of which \$500,000 has been paid; the residue, by the terms of the contract, can only be paid when the ship is completed and received by the government. It has been officially reported to this bureau that the cost to complete the vessel will be \$725,282 16 more than the sum named in the contract, but there is nothing on the records to show that the department directed or sanctioned any departure from the original contract.

I have the honor to be, very respectfully, your obedient servant,
 JOHN LENTHALL,
Chief of the Bureau.

Hon. JAMES C. DOBBIN,
Secretary of the Navy.

A.

Estimate of the amount required for the expenditures of the Bureau of Construction, Equipment and Repair, for the fiscal year ending June 30, 1858.

For salary of chief of bureau, per act 31st August, 1842, volume 5, section 3, page 579, and act of March 3, 1855, volume 10, page 675 - - - - -	\$3,500 00
For salary of engineer-in-chief, per act of August 31, 1842, volume 5, section 4, page 577 - - - - -	3,000 00
For salary of chief clerk, (4th class,) per act of March 3, 1853, volume 10, page 210 - - - - -	1,800 00
For salary of seven clerks, (2d class,) per acts of March 3, 1853, volume 10, page 210, and of April 22, 1854, page 276 - - - - -	9,800 00
For salary of one clerk, (1st class,) per acts of March 3, 1853, and of April 22, 1854 - - - - -	1,200 00
For salary of one messenger, per acts of August 31, 1842, volume 5, section 6, page 580, and of April 22, 1854, and August 18, 1856 - - - - -	840 00
For salary of two laborers, one for the bureau and one for the office of engineer-in-chief, per act of August 18, 1856 - - - - -	1,200 00
	21,340 00

CONTINGENT EXPENSES.

For blank books, binding, stationery, printing, and miscellaneous items - - - - -	800 00
	22,140 00

B.

Estimate for 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, 1858.

For the fiscal year ending June 30, 1857	-	-	-	\$2,489,116	00
For the fiscal year ending June 30, 1858	-	-	-	<u>2,549,116</u>	<u>00</u>

The increase is occasioned by an estimate of three months' pay to men re-enlisting with honorable discharges, as authorized by the "Act to provide a more efficient discipline for the navy," approved March 2, 1855, omitted in last year's estimates.

C.

Estimate of the amount required for objects under the direction of this bureau, payable from the appropriation for construction, equipment and repair, for wear and tear of vessels in commission, including fuel for steamers, and the purchase of hemp for the navy, for the fiscal year ending June 30, 1858.

For the fiscal year ending June 30, 1857 :					
Construction, &c.	-	-	-	\$2,799,500	00
Stevens' war steamer	-	-	-	86,717	84
				<u>2,886,217</u>	<u>84</u>
For the fiscal year ending June 30, 1858 :					
Construction, &c.	-	-	-	<u>2,877,000</u>	<u>00</u>

The variation is occasioned by the necessary repairs of some of the larger classes of ships.

D.

Estimate of the amount required for the expenditures under the head of "enumerated contingent," for the fiscal year ending June 30, 1858.

For the fiscal year ending June 30, 1857	-	-	\$350,000	00
For the fiscal year ending June 30, 1858	-	-	350,000	00

RECAPITULATION OF ESTIMATES.

						<i>Civil.</i>
Salaries	-	-	-	-	-	21,340
Contingent	-	-	-	-	-	800
						<i>Navy.</i>
Pay of the navy	-	-	-	-	-	2,549,000
Construction, &c.	-	-	-	-	-	2,877,000
Contingent enumerated	-	-	-	-	-	350,000

E.

Vessels in commission belonging to the navy on October 1, 1856.

Name of vessel.	Guns.	Men.	Where built.	Date.	Sailed.	What service.
SHIPS-OF-THE-LINE.						
Pennsylvania	120	.....	Philadelphia.....	1837	.....	Receiving ship, Norfolk.
North Carolina	84	.....	do	1820	.....	Receiving ship, New York.
Ohio.....	84	.....	New York.....	1820	.....	Receiving ship, Boston.
FRIGATES.						
Independence	56	550	Boston.....	1814	Oct. 10, 1854	Pacific.
Congress.....	50	400	Portsmouth	1841	July 16, 1855	Mediterranean.
Savannah	50	400	New York.....	1842	Sept. 14, 1853	Brazil.
St. Lawrence.....	50	400	Norfolk.....	1847	.....	Do.
SLOOPS.						
Constellation	36	380	Norfolk, (rebuilt).....	1855	.....	Mediterranean.
St. Mary's	22	162	Washington	1844	Oct. 15, 1853	Pacific.
Portsmouth	22	162	Portsmouth	1843	.....	East Indies.
Jamestown	22	162	Norfolk	1844	April 6, 1853	Coast of Africa
Plymouth	22	162	Boston.....	1843	.....	Practice ship
Germantown	22	144	Philadelphia.....	1846	Dec. 2, 1853	Brazil.
John Adams.....	22	162	Norfolk, (rebuilt).....	1831	Oct. 25, 1854	Pacific.
Saratoga	20	142	Portsmouth	1842	Sept. 11, 1855	Home squadron.
St. Louis.....	20	.....	Washington	1828	Nov. 10, 1855	Coast of Africa.
Vandalia	20	142	Philadelphia.....	1828	Mar. 5, 1853	East Indies.
Levant	20	.....	New York.....	1837	Sept. -, 1855	Do.
Decatur	16	104	do	1839	June 16, 1854	Pacific.
Cyane	20	.....	Boston	1837	April 28, 1855	Home squadron.

VESSELS IN COMMISSION—Continued.

Name of vessel.	Guns.	Men.	Where built.	Date.	Sailed.	What service.
BRIGS.						
Dolphin.....	4	.....	New York.....	1836	May 8, 1855	
STORE AND RECEIVING SHIPS.						
Alleghany.....	10	.....	Pittsburg, Pa.....	1847	.....	Receiving ship, Baltimore.
Relief.....	6	36	Philadelphia.....	1836	.....
Supply.....	4	30	Purchased.....	1846	.....
Fredonia.....	4	12	do.....	1846	.....	Stationed at Valparaiso.
Warren.....	.....	.....	Boston.....	1826	.....	Store ship, Mare island.
Union.....	.....	.....	Norfolk.....	1842	.....	Receiving ship, Philadelphia.
Release.....	.....	.....	Purchased.....	1855	.....	Special service.
STEAMERS.						
Merrimac.....	50	.....	Boston.....	1855	.....	Special service.
Wabash.....	50	.....	Philadelphia.....	1856	.....	Home squadron.
San Jacinto.....	13	.....	New York.....	1850	.....	East Indies.
Susquehanna.....	15	.....	Philadelphia.....	1850	June 16, 1856	Mediterranean.
Massachusetts.....	9	75	Transferred from War Department.	.....	July 5, 1854	Pacific.
Michigan.....	1	70	Erie, Pa.....	1844	.....	Lakes.
Vixen.....	1	.....	Purchased.....	1846	.....	Coast survey.
John Hancock.....	3	50	Boston.....	1850	June 11, 1853	Pacific.
Arctic.....	.....	.....	Philadelphia.....	1855	June 4, 1855	Special service.
Engineer.....	.....	.....	Purchased.....	.....	.....	Norfolk, (tender.)

F.

Vessels in ordinary, repairing, equipping, &c.

Name of vessel.	Guns.	Where built.	Date.	Station.
<i>Ships of the line.</i>				
Vermont	74	Boston	1848	Boston.
Columbus	74	Washington	1819	Norfolk.
Delaware	74	Norfolk	1820	Do.
<i>Frigates.</i>				
United States	50	Philadelphia	1797	Do.
Constitution	50	Boston	1797	Portsmouth.
Brandywine	50	Washington	1825	New York.
Columbia	50	do	1836	Norfolk.
Potomac	50	do	1821	New York.
Raritan	50	Philadelphia	1843	Norfolk.
Santee	50	Portsmouth	1855	Portsmouth.
Sabine	50	New York	1855	New York.
<i>Sloops.</i>				
Cumberland	24	Boston	1842	Boston.
Macedonian	22	Norfolk, (rebuilt)	1836	Do.
Falmouth	20	Boston	1827	New York.
Vincennes	20	New York	1826	Norfolk.
Marion	16	Boston	1839	Do.
Dale	16	Philadelphia	1839	Do.
Preble	16	Portsmouth	1839	Annapolis.
Bainbridge	6	Boston	1842	Norfolk.
Fennimore Cooper		Purchased	1852	Mare Island.
<i>Brig.</i>				
Perry	6	Norfolk	1843	Norfolk.
<i>Steamers.</i>				
Mississippi	10	Philadelphia	1841	New York.
Princeton	10	Boston	1851	Norfolk.
Release		Purchased	1855	New York.
Powhatan	9	Norfolk	1850	Norfolk.
Saranac	6	Portsmouth	1848	Philadelphia.
Fulton	5	New York	1837	Washington.
Water Witch	2	Washington	1845	Do.

G.

Vessels on the stocks and in progress of construction, October 1, 1856.

SHIPS OF THE LINE.

Alabama	Kittory.
Virginia	Boston.
New York	Norfolk.
New Orleans	Sackett's Harbor.

REPORT OF THE

G—Continued.

AUXILIARY STEAM FRIGATES.

Franklin	Kittery.
Niagara	New York.
Minnesota	Philadelphia.
Roanoke	Norfolk.
Colorado	Norfolk.

STEAMER.

Stevens' iron steamer	Hoboken, N. J.
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H.

Abstract statement showing receipts and expenditures during the fiscal year ending June 30, 1856, and value of all the stores on hand at the various navy yards on the 1st July, 1856.

Navy yards.	On hand July 1, 1855.	Received.	Expended.	On hand July 1, 1856
Portsmouth	\$605, 181 74½	\$246, 234 05	\$125, 006 93	\$666, 408 86
Boston	1, 441, 591 62	650, 113 78	656, 242 20	1, 435, 463 20
New York	1, 303, 064 72	612, 639 95	568, 940 64	1, 346, 764 03
Philadelphia	503, 884 18½	295, 760 72	330, 251 20	469, 393 70½
Washington	390, 526 00	697, 233 52	663, 530 30	424, 234 82
Norfolk	1, 505, 414 22	336, 794 66	333, 969 41	1, 508, 239 47
Warrington, Florida	289, 930 27½	47, 429 70	17, 175 10½	320, 184 87
Total	6, 039, 593 36½	2, 886, 211 38	2, 755, 115 78½	6, 170, 683 95½

I.

Statement of the number of days' labor and its cost from the 1st day of July, 1855, to the 30th of June, 1856, 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.
Kittery	64, 605½	\$123, 222 15	\$1 81
Charleston	106, 677½	192, 603 46	1 81
Brooklyn	271, 068½	496, 975 52	1 83½
Philadelphia	205, 258½	374, 058 71	1 82
Washington	178, 747	323, 351 13	1 80
Gosport	236, 769½	435, 579 90	1 84
Warrington	7, 150	11, 522 07	1 61
Total	1, 070, 355½	1, 957, 312 94	1 81

NAVY DEPARTMENT,
Bureau of Construction, Equipment, and Repair,
October 21, 1856.

SIR: I have the honor to transmit herewith the two copies of the annual estimates called for by your letter of the 5th September, 1856, accompanied by abstract of offers to furnish naval supplies, and statements of contracts since the date of last report of 16th October, 1855, coming under the cognizance of this bureau.

Respectfully, your obedient servant,

JOHN LENTHALL,
Chief of the Bureau.

Hon. J. C. DOBBIN,
Secretary of the Navy.

No. 1.

Scale of offers to furnish live oak timber for six sloops-of-war, under advertisement from the Bureau of Construction, Equipment and Repair, of June 22, 1855.—Offers received to September 3, 1855.

	Bidders.	Portsmouth.	Boston.	New York.	Philadelphia.	Norfolk.	Pensacola.	Remarks.
1	David S. Walton.....	\$71,400 00	\$71,400 00	\$71,400 00	\$71,400 00	\$71,400 00	\$71,400 00	-----
2	Charles G. Waterbury.....	84,600 00	91,200 00	-----	-----	88,200 00	101,040 00	-----
3	W. C. N. Swift.....	52,200 00	51,900 00	51,000 00	52,200 00	48,600 00	*45,000 00	-----
4	Harrison R. Blanchard.....	-----	-----	*38,820 00	-----	-----	-----	-----
5	Aaron J. Westervelt.....	-----	-----	85,800 00	85,800 00	-----	-----	-----
6	Hicks Worden.....	†36,900 00	36,900 00	36,900 00	36,900 00	*36,900 00	33,000 00	-----
7	Deale & Vaughn.....	67,500 00	67,500 00	65,700 00	65,700 00	63,300 00	62,700 00	-----
8	James Jarvis.....	-----	-----	-----	-----	66,900 00	-----	-----
9	Samuel Vaughn.....	-----	-----	126,000 00	126,000 00	126,000 00	-----	-----
10	Brown & Russell.....	84,000 00	84,000 00	-----	-----	-----	82,920 00	-----
11	Charles D. Williams.....	81,000 00	81,000 00	81,000 00	81,000 00	81,000 00	81,000 00	-----
12	Peck & Church.....	-----	-----	55,080 00	55,080 00	55,080 00	-----	-----
13	James Bigler.....	*50,700 00	*50,400 00	47,400 00	*47,400 00	47,700 00	-----	-----
14	Joseph Grice.....	144,000 00	144,000 00	102,000 00	102,000 00	102,000 00	144,000 00	-----
15	William N. Ivy.....	67,980 00	67,980 00	66,500 00	66,500 00	66,500 00	63,660 00	Offers for one ship.
16	Parker & Griffin.....	54,840 00	53,340 00	51,840 00	53,340 00	47,240 00	45,240 00	Offers for one ship.
17	R. G. Mays.....	-----	-----	81,600 00	81,600 00	-----	-----	-----
18	George E. Hawes.....	-----	-----	-----	-----	54,400 00	-----	-----
19	Charles M. Cooper.....	86,700 00	86,700 00	86,700 00	86,700 00	86,700 00	86,700 00	-----
20	Samuel B. Grice.....	-----	-----	72,024 00	90,000 00	71,580 00	-----	-----

* Accepted.

† The department decided to award the timber for one ship only to Hicks Worden, the amount offered by his guarantors not being sufficient for more.

SCALE OF OFFERS
TO FURNISH
SUPPLIES AT NAVY YARDS,
UNDER ADVERTISEMENT FROM
THE BUREAU OF CONSTRUCTION, EQUIPMENT AND REPAIRS,
OF JUNE 2, 1856.

Scale of offers to furnish naval supplies at the navy yard at Kittery, Maine, under advertisement from the Bureau of Construction, Equipment and Repair, of June 2, 1856.

Bidders.		Class 1.	Class 2.	Class 3.	Class 4.	Class 6.	Class 8.	Class 10.	Class 11.
		White oak plank stock logs.	White oak plank.	White oak promiscuous timber.	White oak keel pieces and rudder stocks.	Yel. pine plank stock logs.	Yel. pine mast and spar timber.	White pine.	Ash, cypress, and white oak boards.
1	G. A. Hammond			\$3,464 00	\$5,890 50	\$17,550 00		\$3,156 00	
2	David S. Walton	\$29,250 00	\$10,500 00	2,565 00	5,850 00				\$670 00
3	George W. Peete								630 00
4	Wm. Brand & Co.								
5	A. L. Avery								
6	Nathan Dunn								
7	Elias Ellicott	24,300 00	7,300 00	2,214 00	3,123 00		\$3,402 00		
8	R. Archer & Co.								
9	P. F. Schleicker								
10	Wm. Mason & Son								
11	Henry Back					*13,275 00	2,700 00		
12	Thomas D. Danach		*5,925 00						
13	Aaron A. Degraw								
14	Samuel Patterson								
15	John West								
16	James Johnson	29,250 00	7,000 00	2,960 00	5,040 00				*600 00
17	Wm. E. Anderson					14,800 00	5,400 00		
18	Peters & Reed					19,350 00	3,996 00		
19	Carl Epping					16,200 00	4,320 00		
20	John H. Bowie & Co.								
21	Wm. M. Shakespere		7,500 00						
22	John Wendell								

23	Beers & Thompson					18,000 00	4,850 00		
24	Alfred Hoitt								
25	Lyman D. Spalding								
26	John H. Broughton							3,105 00	
27	Andrew D. Gariah								
28	Joseph H. Foster								
29	John S. Harvey & Son								
30	Samuel P. Brown	*24,525 00	7,300 00	2,650 00	6,268 50	15,187 50	7,560 00		
31	A. Q. Wendell								
32	James Vonmever								
33	Southard, Herbert & Co.								
34	G. W. Lawrence							3,075 00	
35	Wm. Lang								
36	Joseph R. Holmes								
37	Seguin & White					20,250 00			
38	Christopher Miller			2,735 00					
39	Wm. White						4,860 00		
40	James Jarvis								
41	John West	26,325 00	6,000 00	*2,072 50	*3,748 50	16,537 50	*2,416 50		
42	Joseph Westcott								
43	E. H. Herbert					19,350 00	3,726 00		
44	John A. Higgins								
45	Storer & Stephenson								
46	Wesley Smith	33,750 00	9,950 00	4,000 00	9,450 00	22,050 00	6,750 00	3,066 00	960 00
47	Samuel B. Grice	31,050 00	8,500 00		7,875 00	19,800 00	16,200 00		
48	Peck & Church	24,750 00	7,500 00			15,300 00	4,050 00		
49	Nathaniel Sweet								

* Accepted.

Offer No. 7, of E. Ellicott, for Classes 1 and 4, were awarded to S. P. Brown and John West, the next lowest bidders, he having failed to execute.

27	Andrew D. Garish							156 50	
28	Joseph H. Foster								
29	John S. Harvey & Son								
30	Samuel P. Brown	245 00	260 00	442 00	475 00	*365 00			
31	A. Q. Wendell							202 00	
32	James Vonmever				521 25				
33	Southard, Herbert & Co.								
34	G. W. Lawrence								
35	Wm. Lang			*366 00		1,972 00	220 00		
36	Joseph R. Holmes								
37	Seguin & White								
38	Christopher Miller								
39	Wm. White								
40	James Jarvis		400 00	488 00	545 00				
41	John West								
42	Joseph Westcott					1,107 00			
43	E. H. Herbert								
44	John A. Higgins								5,149 00
45	Storer & Stephenson						253 00	170 00	5,571 00
46	Wesley Smith	230 00	400 00	640 00	447 00	1,240 00	520 00		
47	Samuel B. Grice								
48	Peck & Church								
49	Nathaniel Sweet					1,470 00			

* Accepted.

No. 2—Continued.

	Bidders.	Class 22.	Class 23.	Class 25.	Class 27.	Class 28.	Class 29.	Class 30.	Class 31.
		Spikes and nails.	Lead, zinc, and tin.	Hardware.	Paints and oils.	Flax canvas.	Cotton canvas.	Flax and cotton twine.	Glass.
1	G. A. Hammond								
2	David S. Walton								
3	George W. Pects								
4	Wm. Brand & Co					*\$3,889 70			
5	A. L. Avery	\$300 00	\$323 00	\$1,867 60	\$1,574 00				
6	Nathan Dunn								
7	Elias Ellicott								
8	R. Archer & Co								
9	P. F. Schleicker		\$301 50						
10	Wm. Mason & Son						*\$1,237 06		
11	Henry Buck								
12	Thomas D. Danach								
13	Aaron A. Degraw		304 00						
14	Samuel Patterson								
15	John West								
16	James Johnson								
17	Wm. E. Anderson								
18	Peters & Reed								
19	Carl Epping								
20	John H. Bowie & Co								
21	Wm. M. Shakespere								
22	John Wendell	*109 70		1,392 36	*1,055 20				
23	Beers & Thompson								
24	Alfred Hoyt								
25	Lyman D. Spalding								
26	John H. Broughton								
27	Andrew D. Garish			*1,276 29	1,207 40				*\$252 60

28	Joseph H. Foster							
29	John S. Harvey & Son							
30	Samuel P. Brown							
31	A. Q. Wendell	458 50	267 00	1,449 67	1,197 55		\$56 80	288 40
32	James Vonmeyer							
33	Southard, Herbert & Co.							
34	G. W. Lawrence							
35	Wm. Lang	432 20	*246 00		1,311 25			
36	Joseph E. Holmes							
37	Seguin & White							
38	Christopher Miller							
39	Wm. White							
40	James Jarvis							
41	John West							
42	Joseph Westcott							
43	E. H. Herbert							
44	John A. Higgins	789 00	338 00	2,719 80	1,822 00		93 00	631 00
45	Storer & Stephenson	532 00	289 00	1,831 00	1,368 00	1,520 00	75 00	367 25
46	Wesley Smith							
47	Samuel B. Grice							
48	Peck & Church							
49	Nathaniel Sweet							

* Accepted.

No. 2—Continued.

	Bidders.	Class 32.	Class 33.	Class 34.	Class 37.	Class 38.	Class 39.	Class 40.	Class 41.
		Leather.	Hose.	Brushes.	Pitch, tar, and rosin.	Tallow, soap, and oil	Shipchandlery.	Stationery.	Fire-wood.
1	G. A. Hammond.....								
2	David S. Walton.....								
3	George W. Peete.....				\$419 00				
4	Wm. Brand & Co.....								
5	A. L. Avery.....					\$1,172 50			
6	Nathan Dunn.....								
7	Elias Ellicott.....								
8	R. Archer & Co.....				*277 50				
9	P. F. Schleicher.....	\$422 50		\$167 59					
10	Wm. Mason & Son.....								
11	Henry Buck.....								
12	Thomas D. Danach.....								
13	Aaron A. Degraw.....								
14	Samuel Patterson.....								
15	John West.....								
16	James Johnson.....								
17	Wm. E. Anderson.....								
18	Peters & Reed.....								
19	Carl Epping.....								
20	John H. Bowie & Co.....	562 50	\$318 50						
21	Wm. M. Shakespere.....								
22	John Wendell.....	458 00	*310 10	*105 18	321 25	*1,030 10	*\$747 03		
23	Beers & Thompson.....								
24	Alfred Hoitt.....								*\$136 00
25	Lyman D. Spalding.....								
26	John H. Broughton.....								
27	Andrew D. Gariah.....		324 00				975 35		

23	Joseph H. Foster							\$117 93	
29	John S. Harvey & Son							*96 00	
30	Samuel P. Brown								
31	A. Q. Wendell	*352 50		120 58	354 30	1,082 00	1,023 63		
32	James Vonmever								
33	Southard, Herbert & Co.					1,036 30			
34	G. W. Lawrence								
35	Wm. Lang				300 50				
36	Joseph R. Holmes								137 50
37	Seguin & White								
38	Christopher Miller								
39	Wm. White								
40	James Jarvis								
41	John West								
42	Joseph Westcott								
43	E. H. Herbert								
44	John A. Higgins	600 00	517 50	248 55	452 00	1,472 00	1,340 10		
45	Storer & Stephenson	690 00	760 00	278 30	442 00	1,210 50	959 30		
46	Wesley Smith								
47	Samuel B. Grice								
48	Peck & Church								
49	Nathaniel Sweet								

* Accepted.

Scale of offers to furnish naval supplies at the navy yard at Charlestown, Massachusetts, under advertisement from the Bureau of Construction, Equipment and Repair, of June 2, 1856.

Number of offer.	Bidders.	Class 1.	Class 3.	Class 4.	Class 6.	Class 7.	Class 10.	Class 11.	Class 12.
		White oak plank stock logs.	White oak promiscuous timber.	White oak keel pieces and rudder stocks.	Yellow pine plank stock logs.	Yellow pine beams.	White pine.	Ash, cyprus, white oak boards.	Black walnut, cherry, mahogany, and maple.
1	Batcheler & Davis.....								
2	David S. Walton.....	\$25,690 00	\$1,750 00	\$5,335 60				\$695 00	
3	George W. Peete.....							715 00	
4	William Brand & Co.....								
5	A. L. Avery.....								
6	Nathaniel Dunn.....					\$883 20			
7	S & E. Knight.....								
8	Benjamin Loring & Co.....								
9	Elias Ellicott.....	19,800 00	1,160 00	3,298 68	\$17,600 00	883 20	\$8,900 00	640 00	\$1,449 00
10	R. Archer & Co.....								
11	P. F. Schleicker.....					1,324 80			
12	James Adams.....								
13	William Mason & Son.....								
14	Henry Buck.....				11,800 00	*839 04			
15	Horton & Hall.....								
16	Aaron A. Degraw.....								
17	James Johnson.....	24,000 00	2,000 00	5,385 60				645 00	
18	W. E. Anderson.....				12,400 00	883 20			
19	Peters & Reed.....				17,200 00				
20	John H. Bowie & Co.....								

21	S. T. Snow								
22	Samuel P. Brown								
23	Robert Todd						11,460 00		
24	William Lang						*8,480 00	700 00	1,325 00
25	Southard, Herbert & Co								
26	William Fosdick								
27	Cyrus Washburn	20,800 00							
28	M. A. Wilder				16,000 00	1,236 48			
29	George W. Lawrence	20,500 00	3,000 00	8,246 70	13,600 00	1,766 40	9,760 00	600 00	1,351 00
30	Henry B. Williams				*11,500 00	993 60			
31	N. W. Coffin	21,000 00	3,000 00	5,049 00			9,140 00		*1,270 00
32	A. E. Cutler								
33	James N. McAlpine				15,600 00	1,302 72			
34	Seguin & White				17,200 00				
35	Christopher Miller	23,600 00		5,499 00					
36	William White	28,000 00	2,000 00			1,324 80			
37	James Jarvis								
38	John West	*19,800 00	*1,580 00	*2,490 84	10,300 00				
39	Joseph Westcott								
40	John A. Higgins								
41	Storer & Stephenson								
42	Wesley Smith	26,000 00	4,000 00	10,098 00	18,000 00	2,097 60	10,790 00	870 00	1,770 00
43	Stephen G. Bogert	23,600 00			14,200 00				
44	Samuel B. Grice	23,600 00		8,415 00	15,600 00	4,416 00			
45	Peck & Church	20,800 00	1,360 00		13,209 00				
46	James Bigler			5,890 50			10,620 00	*600 00	1,740 00
47	Nathaniel Sweet								
48									
49									

* Accepted.

Classes I and II awarded by lot, being tie offers for them; offer 9, of E. Ellicott, for Class 3, refused to execute; it was then awarded to Peck & Church, next lowest, who declined, and then awarded to next lowest, John West.

No. 3—Continued.

Number of offer.	Bidders.	Class 14.	Class 16.	Class 20.	Class 21.	Class 22.	Class 23.	Class 25.
		White ash oars and hickory bars.	Black spruce.	Composition & copper nails.	Iron.	Spikes & nails.	Lead, zinc, and tin.	Hardware.
1	Batcheler & Davis.....							
2	David S. Walton.....	\$550 00						
3	George W. Peete.....	560 00						
4	William Brand & Co.....							
5	A. L. Avery.....							
6	Nathaniel Dunn.....							
7	S. & E. Knight.....							
8	Benjamin Loring & Co.....							
9	Elias Ellicott.....		\$1,250 00					
10	R. Archer & Co.....				\$7,006 00			
11	P. F. Schleicker.....							
12	James Adams.....							\$2,327 02
13	William Mason & Son.....							
14	Henry Buck.....							
15	Horton & Hall.....			\$455 00	*6,807 50	*\$792 00	*\$2,447 00	*2,069 46
16	Aaron A. Degraw.....			*440 00				
17	James Johnson.....	400 00						
18	W. E. Anderson.....							
19	Peters & Reed.....							
20	John H. Bowie & Co.....							
21	S. T. Snow.....			500 00			2,663 00	
22	Samuel P. Brown.....		585 00					
23	Robert Todd.....							
24	William Lang.....	*375 00	1,750 00	650 00	7,029 75	882 75	2,651 00	
25	Southard, Herbert & Co.....							

26	William Fosdick.....							
27	Cyrus Washburn.....							
28	M. A. Wilder.....							
29	George W. Lawrence.....	410 00						
30	Henry B. Williams.....							
31	N. W. Coffin.....		*365 00					
32	A. E. Cutler.....							
33	James N. McAlpine.....							
34	Seguin & White.....							
35	Christopher Miller.....							
36	William White.....							
37	James Jarvis.....	500 00						
38	John West.....							
39	Joseph Westcott.....		740 00					
40	John A. Higgins.....			600 00	11,940 00	1,745 00	3,545 00	5,529 75
41	Storer & Stephenson.....			450 00	9,190 00	1,022 00	2,625 00	
42	Wesley Smith.....	640 00	1,140 00					
43	Stephen G. Bogert.....							
44	Samuel B. Grice.....							
45	Peck & Church.....							
46	James Bigler.....							
47	Nathaniel Sweet.....		791 00					
48	.....						
49	.....						

* Accepted.

No. 3—Continued.

Number of offer.	Bidders.	Class 27.	Class 28.	Class 29.	Class 30.	Class 31.	Class 32.	Class 33.
		Paints & oils.	Flax canvas.	Cotton canvas.	Flax and cotton twine.	Glass.	Leather.	Hose.
1	Batcheler & Davis.....	\$3,560 48						
2	David S. Walton.....							
3	George W. Peete.....							
4	William Brand & Co.....		*\$7,195 00					
5	A. L. Avery.....	4,619 50						
6	Nathaniel Dunn.....							
7	S. & E. Knight.....							
8	Benjamin Loring & Co.....							
9	Elias Ellicott.....							
10	R. Archer & Co.....							
11	P. F. Schliecker.....							\$865 00
12	James Adams.....							
13	William Mason & Son.....			*\$792 00				
14	Henry Buck.....							
15	Horton & Hall.....	*3,469 26			*\$225 75	*\$603 95	*\$2,007 00	*552 50
16	Aaron A. Degraw.....							
17	James Johnson.....							
18	W. E. Anderson.....							
19	Peters & Reed.....							
20	John H. Bowie & Co.....						7,865 00	775 00
21	S. T. Snow.....							
22	Samuel P. Brown.....							
23	Robert Todd.....							
24	William Lang.....	3,739 35				1,182 00	2,553 00	1,202 50
25	Southard, Herbert & Co.....							
26	William Foadick.....							

27	Cyrus Washburn.....							
28	M. A. Wilder.....							
29	George W. Lawrence.....							
30	Henry B. Williams.....							
31	N. W. Coffin.....							
32	A. E. Cutler.....							
33	James N. McAlpine.....							
34	Seguin & White.....							
35	Christopher Miller.....							
36	William White.....							
37	James Jarvis.....							
38	John West.....							
39	Joseph Westcott.....							
40	John A. Higgins.....	5,102 50			425 00	2,494 00	6,012 50	1,050 00
41	Storer & Stephenson.....	3,649 25		1,040 00	237 50	1,051 00	6,430 00	1,600 00
42	Wesley Smith.....							
43	Stephen G. Bogert.....							
44	Samuel B. Grice.....							
45	Peck & Church.....							
46	Sames Bigler.....							
47	Nathaniel Sweet.....							
48	.....						
49	.....						

* Accepted.

No. 3—Continued.

Number of offer.	Bidders.	Class 34.	Class 35.	Class 37.	Class 38.	Class 39.	Class 40.	Class 41.
		Brushes.	Bunting dry goods.	Pitch, tar, and rosin.	Tallow, soap, and oil.	Shipchandlery.	Stationery.	Fire-wood.
1	Batcheler & Davis.....	-----	-----	-----	-----	-----	-----	-----
2	David S. Walton.....	-----	-----	-----	-----	-----	-----	*\$805 00
3	George W. Peete.....	-----	-----	\$1,210 00	-----	-----	-----	-----
4	William Brand & Co.....	-----	-----	-----	-----	-----	-----	-----
5	A. L. Avery.....	\$462 25	-----	1,134 00	\$1,987 50	-----	-----	-----
6	Nathaniel Dunn.....	-----	-----	-----	-----	-----	-----	-----
7	S. & E. Knight.....	-----	-----	-----	-----	-----	-----	995 00
8	Benjamin Loring & Co.....	-----	-----	-----	-----	-----	*\$500 00	-----
9	Elias Ellicott.....	-----	-----	-----	-----	-----	-----	-----
10	R. Archer & Co.....	-----	-----	-----	-----	-----	-----	-----
11	P. F. Schleicker.....	434 50	-----	820 00	-----	-----	-----	976 00
12	James Adams.....	-----	-----	-----	-----	-----	-----	-----
13	William Mason & Son.....	-----	-----	-----	-----	-----	-----	-----
14	Henry Buck.....	-----	-----	-----	-----	-----	-----	-----
15	Horton & Hall.....	*314 70	*\$493 35	*685 00	*1,730 50	*\$987 24	-----	1,190 00
16	Aaron A. Degraw.....	-----	-----	-----	-----	-----	-----	-----
17	James Johnson.....	-----	-----	-----	-----	-----	-----	-----
18	W. E. Anderson.....	-----	-----	-----	-----	-----	-----	-----
19	Peters & Reed.....	-----	-----	-----	-----	-----	-----	-----
20	John H. Bowie & Co.....	-----	-----	-----	-----	-----	-----	-----
21	S. T. Snow.....	-----	-----	-----	-----	-----	-----	-----
22	Samuel P. Brown.....	-----	-----	-----	-----	-----	-----	-----
23	Robert Todd.....	-----	-----	-----	-----	-----	-----	-----
24	William Lang.....	348 00	-----	893 00	1,748 50	-----	-----	1,030 00
25	Southard, Herbert & Co.....	-----	-----	-----	1,747 00	-----	-----	-----
26	William Fosdick.....	-----	509 75	-----	-----	-----	-----	-----

27	Cyrus Washburn.....						
28	M. A. Wilder.....						
29	George W. Lawrence.....						
30	Henry B. Williams.....			815 00			
31	N. W. Coffin.....						
32	A. E. Cutter.....					534 51	
33	James N. McAlpine.....						
34	Seguin & White.....						
35	Christopher Miller.....						
36	William White.....						
37	James Jarvis.....						
38	John West.....						
39	Joseph Westcott.....						
40	John A. Higgins.....	735 00	934 50	1,190 00	2,340 00	2,103 00	
41	Storer & Stephenson.....	852 50	648 00	1,310 00	2,070 00	1,336 90	
42	Wesley Smith.....						
43	Stephen G. Bogert.....						
44	Samuel B. Grice.....						
45	Peck & Church.....						
46	James Bigler.....						
47	Nathaniel Sweet.....						
48	.....					
49	.....					

* Accepted.

No. 4.—Scale of offers to furnish naval supplies at the navy yard at Brooklyn, New York, under advertisement from the Bureau of Construction, Equipment and Repair, of June 2, 1856.

Number of offer.	Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 6.	Class 7.	Class 8.	Class 9.	Class 10.
		White oak plank stock logs.	White oak plank.	White oak promiscuous timber.	White oak keel pieces and rudder stocks.	Yellow pine plank stock logs.	Yellow pine beams.	Yellow pine mast and spar timber.	White pine mast timber.	White pine.
1	David S. Walton.....	\$28,125 00	\$3,462 00	\$7,600 00	\$9,590 00					
2	George W. Peete.....									
3	William Brand & Co.....									
4	Nathaniel Dunn.....									
5	William V. Lidgerwood.....									
6	Robert H. Goff.....								\$1,113 60	\$9,785 00
7	J. B. & J. B. Wilson.....									
8	Beers, Thompson & Co.....					\$24,000 00	\$6,381 00	\$13,971 00		
9	Elias Ellicott.....	19,350 00	2,160 00	4,890 00	5,104 40	16,860 00	4,254 40	7,404 63		
10	R. Archer & Co.....									
11	P. F. Schleicker.....			5,250 00					*506 10	
12	William Mason & Son.....									
13	Thompson & Oudsleys.....									
14	Henry Buck.....					*17,100 00	*4,786 20			
15	Thomas D. Danach.....	21,600 00	*1,974 00	4,975 00						
16	Morris & Tanner.....									
17	William V. Campbell.....									9,570 00
18	Nathan Lane & Co.....									
19	Aaron A. Degraw.....									
20	Samuel Patterson.....									
21	John West.....						5,264 82			
22	James Johnson.....	27,000 00	2,520 00	7,200 00	9,590 00					
23	W. E. Anderson.....					18,000 00	4,998 92	20,257 95		
24	W. D. Kennedy.....									
25	Peters & Reed.....					18,450 00				
26	Carl Epping.....						8,508 80	13,971 00		
27	R. B. Knight.....						5,530 72			

28	John H. Bowie & Co.....									
29	William Matthews.....									
30	William M. Shakespere & Co.....	33,750 00	2,250 00							
31	John Wendell.....									
32	James Lesley.....									
33	Samuel P. Brown.....									
34	A. L. Avery.....									
35	James Vannever.....									
36	Southard, Herbert & Co.....									
37	G. W. Lawrence.....	22,200 00	2,808 00	11,000 00	13,139 73		8,402 44	12,573 90	604 00	
38	William Lang.....									
39	James N. McAlpine.....					23,400 00	6,275 24	12,154 77		
40	Seguin & White.....					24,000 00				
41	Job Carver.....					28,200 00	6,168 88			
42	William White.....						8,508 80	12,573 90		
43	James Jarvis.....									
44	George T. Wallace.....	21,375 00	2,431 00	6,125 00	*5,197 84	21,450 00		*6,252 02		
45	Joseph Westcott.....									
46	E. H. Herbert.....	22,500 00	3,240 00	9,350 00	6,917 58 ⁵					
47	John A. Higgins.....									
48	Storer & Stephenson.....									
49	Wesley Smith.....	27,900 00	2,630 00	14,000 00	15,831 00	22,800 00	6,700 00	12,713 61	1,488 80	9,645 00
50	Stephen G. Bogert.....	*20,925 00	2,124 00		10,220 00	18,300 00	5,796 62	11,875 35	1,184 00	*9,010 00
51	Peck & Church.....	21,825 00	2,448 00	*4,200 00		18,300 00	6,913 40	8,662 02		
52	Nathaniel S. Bayly.....									
53	Samuel B. Grice.....	25,200 00	2,448 00	19,250 00	9,792 80	20,400 00	7,445 20	11,875 35	1,612 00	14,680 00
54	Howe & Brown.....									
55	Frederick H. Southmayd.....									
56	William B. Parrison.....									
57	Charles Speare.....									
58	George Crosby.....									
59	Bowne & Hasbrouck.....									
60	James Bigler.....								1,148 80	9,730 00
61	John J. Bloomfield.....									
62	Nathaniel Sweet.....									

* Accepted.

Offer No. 9 of Elias Ellicott, for Classes 1, 4, 6, and 7, failed to execute contract, and the respective classes were awarded to the next lowest bidders, S. G. Bogert, George T. Wallace, and Henry Buck.

No. 4—Continued.

Number of offer.	Bidders.	Class 11.	Class 12.	Class 13.	Class 14.	Class 15.	Class 16.	Class 18.	Class 20.	Class 21.
		Ash, cypress, white oak boards.	Black walnut, cherry, mahogany.	Locust.	White ash oars and hickory bars.	White oak staves and heading.	Black spruce.	Lignumvita.	Composition and copper nails.	Iron.
1	David S. Walton.....	\$4,110 00		\$370 00	\$728 00					
2	George W. Peete.....	4,225 00			762 00	\$2,985 00				
3	William Brand & Co.....									
4	Nathaniel Dunn.....					2,350 00				
5	William V. Lidgerwood.....									\$10,946 00
6	Robert H. Goff.....				545 00		\$2,310 00			
7	J. B. & J. B. Wilson.....							\$1,415 00		
8	Beers, Thompson & Co.....									
9	Elias Ellicott.....									
10	R. Archer & Co.....									\$8,777 50
11	P. F. Schleicker.....		*349 00	750 00		*1,247 00		*532 00		
12	William Mason & Son.....									
13	Thompson & Oudsleys.....									
14	Henry Buck.....									
15	Thomas D. Danach.....									
16	Morris & Tanner.....									9,133 00
17	William V. Campbell.....									
18	Nathan Lane & Co.....									
19	Aaron A. Degraw.....								\$610 00	
20	Samuel Patterson.....			888 00						
21	John West.....				695 85					
22	James Johnson.....	3,720 00		*600 00	655 50					
23	W. E. Anderson.....									
24	W. D. Kennedy.....									
25	Peters & Reed.....									
26	Carl Epping.....									
27	R. B. Knight.....									
28	John H. Bowie & Co.....									

29	William Matthews.....								
30	William M. Shakespere & Co.....								
31	John Wendell.....								
32	James Lealey.....								
33	Samuel P. Brown.....					*1,980 00			
34	A. L. Avery.....								
35	James Vannover.....				3,765 00				
36	Southard, Herbert & Co.....								
37	G. W. Lawrence.....		900 00	927 50	3,824 00				
38	William Lang.....						1,285 00		9,315 50
39	James N. McAlpine.....								
40	Seguin & White.....								
41	Job Carver.....								
42	William White.....								
43	James Jarvis.....		1,200 00	607 00	4,240 00				
44	George T. Wallace.....								
45	Joseph Westcott.....					2,395 00			
46	E. H. Herbert.....								
47	John A. Higgins.....						2,150 00		14,443 00
48	Storer & Stephenson.....						1,312 00	497 50	10,339 00
49	Wealey Smith.....	2,620 00	570 00	960 00	667 00	1,974 00	2,425 00	1,980 00	
50	Stephen G. Bogert.....	2,740 00	390 00	1,014 00	419 00	1,930 00			
51	Peck & Church.....	*2,405 00		750 00		1,670 00	2,777 00	1,725 00	
52	Nathaniel S. Bayly.....					1,920 00		1,520 00	*303 50
53	Samuel B. Grice.....	3,820 00	695 00	1,800 00					11,262 00
54	Howe & Brown.....								
55	Frederick H. Southmayd.....	2,437 00		1,320 00	*313 20	2,620 00			
56	William B. Parrison.....								
57	Charles Speare.....								
58	George Crosby.....								
59	Bowne & Hasbrouck.....								
60	James Bigler.....	2,820 00							
61	John J. Bloomfield.....								
62	Nathaniel Sweet.....					2,775 00			

* Accepted.

No. 4—Continued.

Number of offer.	Bidders.	Class 22.	Class 23.	Class 24.	Class 25.	Class 27.	Class 28.	Class 29.	Class 30.	Class 31.
		Spikes, nails.	Lead, zinc, tin.	Pig iron.	Hardware.	Paints, oils.	Flax canvas.	Cotton canvas.	Flax and cotton twine.	Glass.
1	David S. Walton.....									
2	George W. Peete.....									
3	William Brand & Co.....						\$*4,327 00			
4	Nathaniel Dunn.....									
5	William V. Lidgerwood.....	\$*888 00	\$1,353 40		\$3,680 05					
6	Robert H. Goff.....									
7	J. B. & J. B. Wilson.....									
8	Beers, Thompson & Co.....									
9	Elias Ellicott.....									
10	R. Archer & Co.....									
11	P. F. Schleicker.....									
12	William Mason & Son.....							\$*7,621 20		
13	Thompson & Oudsleys.....			\$*1,637 50						
14	Henry Buck.....									
15	Thomas D. Danach.....									
16	Morris & Tanner.....									
17	William V. Campbell.....									
18	Nathan Lane & Co.....									
19	Aaron A. Degraw.....									
20	Samuel Patterson.....									
21	John West.....									
22	James Johnson.....									
23	W. E. Anderson.....									
24	W. D. Kennedy.....		1,469 40			\$*3,532 90			\$*146 80	\$*410 50
25	Peters & Reed.....									
26	Carl Epping.....									
27	R. B. Knight.....									
28	John H. Bowie & Co.....									

29	William Matthews								
30	William M. Shakespere & Co.								
31	John Wendell	935 00			*3,305 40	3,561 45			
32	James Leasley	1,170 00	1,404 60		3,541 52				
33	Samuel P. Brown								
34	A. L. Avery								
35	James Vannever								
36	Southard, Herbert & Co.								
37	G. W. Lawrence								
38	William Lang	1,111 50	1,338 60	2,250 00		3,948 05			2,058 50
39	James N. McAlpine								
40	Seguin & White								
41	Job Carver								
42	William White								
43	James Jarvis								
44	George T. Wallace								
45	Joseph Westcott								
46	E. H. Herbert								
47	John A. Higgins	2,010 00	1,703 50	2,125 00	7,410 55	5,521 75		348 00	2,225 00
48	Storer & Stephenson	1,004 00	*1,314 30	1,750 00	3,780 89	3,564 15	8,560 00	182 50	645 80
49	Wesley Smith								
50	Stephen G. Bogert								
51	Peck & Church								
52	Nathaniel S. Bayly	1,194 00	1,548 50			3,911 05		197 05	682 50
53	Samuel B. Grice								
54	Howe & Brown				5,445 92				
55	Frederick H. Southmayd								
56	William B. Parrison								
57	Charles Speare								
58	George Crosby								
59	Bowne & Hasbrouck								
60	James Bigler								
61	John J. Bloomfield								
62	Nathaniel Sweet								

* Accepted.

No. 4—Continued.

Number of offer.	Bidders.	Class 32.	Class 33.	Class 34.	Class 35.	Class 37.	Class 38.	Class 39.	Class 40.	Class 41.
		Leather.	Hose.	Brushes.	Bunting and dry goods.	Pitch, tar, rosin.	Yellow soap, oil.	Shipchandlery.	Stationery.	Fire-wood.
1	David S. Walton.....									\$1,300 00
2	George W. Peete.....					\$1,015 00				
3	William Brand & Co.....									
4	Nathaniel Dunn.....									
5	William V. Lidgerwood.....							\$2,345 25		
6	Robert H. Goff.....									
7	J. B. & J. B. Wilson.....									
8	Beers, Thompson & Co.....									
9	Elias Ellicott.....									
10	R. Archer & Co.....									
11	P. F. Schleicker.....	\$368 00	\$624 00	\$493 58		671 80				1,590 00
12	William Mason & Son.....									
13	Thompson & Oudsleys.....									
14	Henry Buck.....									
15	Thomas D. Danach.....									1,840 00
16	Morris & Tanner.....									
17	William V. Campbell.....									
18	Nathan Lane & Co.....								\$*709 98	
19	Aaron A. Degraw.....									
20	Samuel Patterson.....									
21	John West.....									
22	James Johnson.....									
23	W. E. Anderson.....									
24	W. D. Kennedy.....			*379 70		672 50	\$*1,655 50	2,926 96		
25	Peters & Reed.....									
26	Carl Epping.....									
27	R. B. Knight.....									
28	John H. Bowie & Co.....	1,085 00	595 00							

29	William Matthews.....				\$1,324 53				
30	William M. Shakespere & Co.								
31	John Wendell.....	*844 00	620 00	387 60	*1,218 61	*641 25	2,102 50	*2,501 43	
32	James Lealey.....		*552 50						
33	Samuel P. Brown.....								
34	A. L. Avery.....			665 60			2,392 50		
35	James Vannever.....								
36	Southard, Herbert & Co.						2,091 35		
37	G. W. Lawrence.....								
38	William Lang.....			487 60		668 75			
39	James N. McAlpine.....								
40	Seguin & White.....								
41	Job Carver.....								
42	William White.....								
43	James Jarvis.....								
44	George T. Wallace.....								
45	Joseph Westcott.....								
46	E. H. Herbert.....								
47	John A. Higgins.....			882 00	2,059 70	1,025 00	3,003 50	5,341 11	
48	Storer & Stephenson.....	1,070 00	1,337 50	713 20	1,307 36	647 50	2,108 60	2,910 01	
49	Wesley Smith.....								*1,121 25
50	Stephen G. Bogert.....								
51	Peck & Church.....								
52	Nathaniel S. Bayly.....	904 00		650 45	1,572 72	733 00	2,083 85	3,343 61	
53	Samuel B. Grice.....								
54	Howe & Brown.....								
55	Frederick H. Southmayd.....								
56	William B. Parrison.....						2,090 70		
57	Charles Speare.....								1,380 00
58	George Crosby.....								1,455 25
59	Bowne & Hasbrouck.....							732 20	
60	James Bigler.....								
61	John J. Bloomfield.....							786 84	
62	Nathaniel Sweet.....								

* Accepted.

Scale of offers to furnish naval supplies at the navy yard at Philadelphia, under advertisement from the Bureau of Construction, Equipment and Repair, of June 2, 1856.

Number of offer.	Bidders.	Class 1.	Class 2.	Class 3.	Class 6.	Class 7.	Class 8.	Class 10.
		White oak pl ^k stock logs.	White oak plank.	White oak promiscuous timber.	Yellow pine pl ^k stock logs.	Yellow pine beams.	Yell'w pine mast and spar tim- ber.	White pine.
1	James L. Bishphan.....							
2	Thomas Naulty.....							
3	Elias Ellicott.....	\$8,600 00	\$8,375 00	\$1,300 00	\$5,700 00	\$3,760 00	\$1,624 71 ² / ₁₀	
4	Arthur W. Paynter.....							
5	Thomas T. Vaughn.....	14,000 00		1,400 00	9,200 00	4,559 00		
6	Isaac B. Baxter & Brother.....							
7	Reeves, Buck & Co.....							
8	Paul J. Field.....							
9	Jonathan Powell.....	9,500 00	8,562 50	1,325 00	11,600 00	13,160 00	5,632 60	\$4,925 00
10	David S. Walton.....	11,400 00	11,225 00	1,700 00				
11	George W. Peete.....							
12	William Brand & Co.....							
13	Nathaniel Dunn.....		8,125 00					
14	R. Archer & Co.....							
15	P. F. Schleicker.....			*970 00		6,110 00		
16	William Mason & Son.....							
17	Henry Buck.....				*5,600 00	*3,760 00	1,489 05	
18	Thomas D. Danach.....	9,600 00	*7,115 00	1,175 00				
19	Morris & Tanner.....							
20	Bennett Fentress.....	9,400 00		2,040 00				
21	Aaron A. Degraw.....							
22	Samuel Patterson.....							
23	John West.....					4,112 50		

24	James Johnson.....	12,000 00	9,375 00	1,800 00				
25	W. E. Anderson.....				6,200 00	4,230 00	3,143 55	
26	W. D. Kennedy.....							
27	James L. Foxwell.....	9,000 00		1,030 00				
28	John L. Hinton.....				8,900 00			
29	M. J. Morris.....	*8,800 00						
30	Carl Epping.....				7,200 00	7,520 00	2,647 20	
31	John H. Bowie & Co.....							
32	William M. Shakespere & Co.....	12,000 00	8,125 00	1,450 00				
33	James Lesley.....							
34	James H. Sprague & Co.....							
35	Doughton & Wilson.....	9,600 00	9,250 00		6,800 00			*4,240 00
36	Robert Shoemaker & Co.....							
37	Frederick W. Kohler & Co.....							
38	Bigler & Wilt.....							4,380 00
39	Thairn & McKeon.....							
40	Charles H. Tisdall.....							
41	Samuel P. Brown.....	10,800 00	11,250 00	2,750 00	6,850 00	6,298 00		
42	Southard, Herbert & Co.....							
43	William Lang.....							
44	James N. McAlpine.....						2,283 21	
45	Seguin & White.....				8,200 00			
46	Christopher Miller.....	12,000 00	11,250 00					
47	Job Carver.....				8,800 00	5,358 00	1,952 31	
48	William White.....					5,170 00	2,150 85	
49	James Jarvis.....							
50	John West.....	8,950 00	7,468 75	1,418 75	7,350 00		*1,447 69	
51	John A. Higgins.....							
52	Storer & Stephenson.....							
53	Wesley Smith.....	12,000 00	11,275 00	3,200 00	7,600 00	5,640 00	2,978 10	4,510 00
54	Stephen G. Bogert.....	9,400 00	8,375 00		6,900 00	6,110 00	2,150 00	
55	Samuel B. Grice.....	9,800 00	8,625 00	4,250 00	6,600 00	5,452 00	2,945 00	4,435 00
56	Peck & Church.....	10,600 00	8,500 00		6,400 00	5,640 00	2,812 65	
57	James Bigler.....							5,150 00

* Accepted.

s 7, awarded by lot, being a tie offer. Offer No. 3, of E. Ellicott for Class 1, refused to execute, and awarded to next lowest, W. J. Morris.

No. 5—Continued.

Number of offer	Bidders.	Class 11.	Class 12.	Class 13.	Class 14.	Class 18.	Class 20.	Class 21.
		Ash, cypress, white oak boards.	Black walnut, cherry, mahogany.	Locust.	White ash oars and hickory bars.	Lignumvitæ.	Composition and copper nails.	Iron.
1	James L. Bishphan.....							
2	Thomas Naulty.....							
3	Elias Ellicott.....							
4	Arthur W. Paynter.....					\$660 00		
5	Thomas T. Vaughn.....							
6	Isaac B. Braxter & Brother.....							\$5,776 00
7	Reeves, Buck & Co.....							3,855 75
8	Paul J. Field.....							
9	Jonathan Powell.....	\$2,370 00	*\$1,251 22		\$1,050 00			
10	David S. Walton.....			\$435 00	950 00			
11	George W. Peete.....	2,525 00			950 00			
12	William Brand & Co.....							
13	Nathaniel Dunn.....							
14	R. Archer & Co.....							*3,568 00
15	P. F. Schleicker.....			*330 00		*192 00		
16	William Mason & Son.....							
17	Henry Buck.....							
18	Thomas D. Danach.....	2,485 00						
19	Morris & Tanner.....							3,618 00
20	Bennett Fentress.....							
21	Aaron A. Degraw.....						\$100 00	
22	Samuel Patterson.....			372 00	*475 00			
23	John West.....				843 00			
24	James Johnson.....			375 00	875 00			
25	W. E. Anderson.....							
26	W. D. Kennedy.....							

27	James L. Foxwell.....			390 00				
28	John L. Hinton.....							
29	M. J. Morris.....							
30	Carl Epping.....							
31	John H. Bowie & Co.....							
32	William M. Shakespere & Co.....							
33	James Lesley.....						*37 50	
34	James H. Sprague & Co.....							
35	Doughton & Wilson.....	*1,920 00	1,252 92					
36	Robert Shoemaker & Co.....							
37	Frederick W. Kuhler & Co.....							
38	Bigler & Wild.....							
39	Thairn & McKeon.....							
40	Charles H. Tisdall.....							
41	Samuel P. Brown.....							
42	Southard, Herbert & Co.....							
43	William Lang.....					500 00	125 00	3,774 00
44	James N. McAlpine.....							
45	Seguin & White.....							
46	Christopher Miller.....							
47	Job Carver.....							
48	William White.....							
49	James Jarvis.....			600 00	700 00			
50	John West.....							
51	John A. Higgins.....					895 00	225 00	6,526 00
52	Storer & Stephenson.....					460 00	150 00	4,950 00
53	Wesley Smith.....	3,660 00	1,389 04	480 00	950 00	800 00		
54	Stephen G. Bogert.....							
55	Samuel B. Grice.....	2,320 00	3,373 20	525 00	4,375 00	1,600 00		
56	Peck & Church.....							
57	James Bigler.....							

* Accepted.

No. 5—Continued.

Number of offer.	Bidders.	Class 22.	Class 23.	Class 25.	Class 27.	Class 28.	Class 29.	Class 30.
		Spikes, nails	Lead, zinc, tin.	Hardware.	Paints, oils, &c.	Flax canvas	Cotton canvas.	Flax and cotton twine.
1	James L. Bishphan.....				\$2,562 00			
2	Thomas Naulty.....							
3	Elias Ellicott.....							
4	Arthur W. Paynter.....							
5	Thomas T. Vaughn.....							
6	Isaac B. Baxter & Brother.....	*\$348 75	\$1,401 55	\$1,430 96				
7	Reeves, Buck & Co.....							
8	Paul J. Field.....		1,235 65	1,451 87				
9	Jonathan Powell.....							
10	David S. Walton.....							
11	George W. Peete.....							
12	William Brand & Co.....					\$5,185 50		
13	Nathaniel Dunn.....							
14	R. Archer & Co.....							
15	P. F. Schleicker.....							
16	William Mason & Son.....						*\$2,088 90	
17	Henry Buck.....							
18	Thomas D. Danach.....							
19	Morris & Tanner.....							
20	Bennett Fentress.....							
21	Aaron A. Degraw.....							
22	Samuel Patterson.....							
23	John West.....							
24	James Johnson.....							
25	W. E. Anderson.....							
26	W. D. Kennedy.....		1,212 00		*1,852 25			*\$54 90
27	James L. Foxwell.....							

28	John L. Hinton.....						
29	M. J. Morris.....						
30	Carl Epping.....						
31	John H. Bowie & Co.....						
32	William M Shakespere & Co.....						
33	James Lesley.....	371 25	*1,196 50	*1,078 53			
34	James H Sprague & Co.....				2,132 00		
35	Doughton & Wilson.....						
36	Robert Shoemaker & Co.....				2,207 45		
37	Frederick W. Kohler & Co.....			1,330 84			
38	Bigler & Wild.....						
39	Thairn & McKeon.....						
40	Charles H Tisdall.....						79 20
41	Samuel P. Brown.....						
42	Southard, Herbert & Co.....						
43	William Lang.....	418 50					
44	James N. McAlpine.....						
45	Seguin & White.....						
46	Christopher Miller.....						
47	Job Carver.....						
48	William White.....						
49	James Jarvis.....						
50	John West.....						
51	John A. Higgins.....	648 00	1,490 50	2,823 30	3,503 75		105 00
52	Storer & Stephenson.....	392 00	1,200 00	1,540 05	2,056 30	2,475 00	73 00
53	Wesley Smith.....						
54	Stephen G. Bogert.....						
55	Samuel B. Grice.....						
56	Peck & Church.....						
57	James Eglar.....						

* Accepted.

No. 5—Continued.

Number of offer.	Bidders.	Class 31.	Class 32.	Class 33.	Class 35.	Class 37.	Class 38.	Class 39.
		Glass.	Leather.	Hose.	Bunting, dry goods.	Pitch, tar, rosin.	Tallow, soap, oil.	Shipchandlery.
1	James L. Bishphan.....	\$215 20						
2	Thomas Naulty.....		\$920 00					
3	Elias Ellicott.....							
4	Arthur W. Paynter.....							
5	Thomas T. Vaughn.....							
6	Isaac B. Baxter & Brother.....							
7	Reeves, Buck & Co.....							
8	Paul J. Field.....			*\$511 80				
9	Jonathan Powell.....							
10	David S. Walton.....							
11	George W. Peete.....					\$535 50		
12	William Brand & Co.....							
13	Nathaniel Dunn.....							
14	R. Archer & Co.....							
15	P. F. Schleicker.....		701 00	616 00		*307 40		
16	William Mason & Son.....							
17	Henry Buck.....							
18	Thomas D. Danach.....							
19	Morris & Tanner.....							
20	Bennett Fentress.....							
21	Aaron A. Degraw.....							
22	Samuel Patterson.....							
23	John West.....							
24	James Johnson.....							
25	W. E. Anderson.....							
26	W. D. Kennedy.....	180 80				341 00	*\$1,193 20	*\$230 51
27	James L. Foxwell.....							

28	John L. Hinton.....							
29	M. J. Morris.....							
30	Carl Epping.....							
31	John H. Bowie & Co.....		935 00	541 00				
32	William M. Shakespere & Co.....							
33	James Lesley.....			513 28				
34	James H. Sprague & Co.....	*144 70						
35	Doughton & Wilson.....							
36	Robert Shoemaker & Co.....	198 25						
37	Frederick W. Kohler & Co.....							
38	Bigler & Wilt.....							
39	Thairn & McKeon.....				322 80	1,382 20		
40	Charles H. Tisdall.....		1,365 00		842 10	574 00		304 45
41	Samuel P. Brown.....							
42	Southard, Herbert & Co.....					1,317 30		
43	William Lang.....				837 00	541 00		254 92½
44	James N. McAlpine.....							
45	Seguin & White.....							
46	Christopher Miller.....							
47	Job Carver.....							
48	William White.....							
49	James Jarvis.....							
50	John West.....							
51	John A. Higgins.....	624 00	1,025 00	769 00	923 00	539 00	1,876 00	468 50
52	Storer & Stephenson.....	236 80	1,100 00	1,360 00	*679 35	415 00	1,441 50	438 50
53	Wesley Smith.....							
54	Stephen G. Bogert.....							
55	Samuel B. Grice.....							
56	Peck & Church.....							
57	James Bigler.....							

* Accepted.

Scale of offers to furnish naval supplies at the navy yard at Washington, D. C., under advertisement from the Bureau of Construction, Equipment and Repair, of June 2, 1856.

Number of offer.	Bidders.	Class 10.	Class 11.	Class 12.	Class 14.	Class 21.	Class 22.	Class 23.	Class 24.	Class 25.
		White pine.	Ash, cyp'ss. white oak boards.	Black wal nut, cherry, mahogany.	White ash oars and hickory bars.	Iron.	Spikes, nails.	Lead, zinc, tin.	Pig iron.	Hardware.
1	Coleman & Kelton.....								\$1,600 00	
2	Reeves, Buck & Co.....					\$7,781 00				
3	Theodore Mosher.....	\$1,540 00	*\$985 50	*\$241 80	\$279 72					
4	David S. Walton.....		2,110 00		372 96					
5	George W. Peete.....		1,920 00		349 65					
6	A. L. Avery.....						\$1,101 25			
7	Harvey & Adams.....					9,419 50	637 50	\$12,384 00	1,600 00	*\$153 00
8	Minnesota Mining Co.....									
9	R. Archer & Co.....					*7,583 60				
10	P. F. Schleicker.....			272 50					1,400 00	
11	Morris & Tanner.....					7,700 00				
12	Horace Abbott & Son.....									
13	Philip Otterback.....									
14	James L. Savage.....					9,111 75	678 37	11,442 00	1,400 00	167 97
15	Thompson & Oudealuy.....								*1,320 00	
16	Hazlet McKim.....									
17	Baltimore Copper Smelting Co.....									
18	Samuel Patterson.....		1,280 00		233 10					
19	Z. D. Gilman.....									
20	Howell & Morsell.....									
21	Esau Pickrell.....	*1,506 60	1,104 00	2,466 00						

22	James Johnson				349 65				
23	A. L. Avery								
24	Wm. L. Kennedy							11,905 00	
25	Revere Copper Company								
26	John Wendell				*151 51		*536 00		189 05
27	James Lesley						745 00		200 04
28	Bigler & Wilt	1,660 00							
29	Southard, Herbert & Co								
30	William Lang						685 00	11,260 00	188 75
31	James Jarvis				233 10				
32	John A. Wiggins					11,780 00	1,075 00	13,210 00	1,920 00
33	Storer & Stephenson					9,618 00	715 00	*11,250 00	1,400 00
34	Bergen Port Copper Company								177 25

* Accepted.

No. 6—Continued.

Number of offer.	Bidders.	Class 27.	Class 31.	Class 37.	Class 38.	Class 39.	Class 43.	Class 44.	Class 45.	Class 46.
		Paints, oils.	Glass.	Pitch, tar, rosin.	Tallow, soap, oil.	Shipchandlery.	Tank and galley iron.	Chain iron.	Ingot copper.	Moulding sand and straw.
1	Coleman & Kelton.....						*\$10,587 50			
2	Reeves, Buck & Co.....							\$8,517 50		
3	Theodore Mosher.....									*\$329 60
4	David S. Walton.....									
5	George W. Peete.....			\$68 00						
6	A. L. Avery.....	\$2,026 00				\$875 00				
7	Harvey & Adams.....					738 50	12,700 00	9,547 50	\$120,000	
8	Minnesota Mining Company.....								115,000	
9	R. Archer & Co.....							8,337 00		
10	P. F. Schleicker.....			*46 10	\$1,974 50					886 00
11	Morris & Tanner.....							*8,101 25		
12	Horace Abbott & Son.....						11,400 00			
13	Philip Otterback.....									333 71
14	James L. Savage.....			60 40		675 70				
15	Thompson & Oudsluys.....									
16	Hazlet McKim.....								108,000	
17	Baltimore Copper Smelting Company.....								*106,000	
18	Samuel Patterson.....									
19	Z. D. Gilman.....	1,605 10	\$194 00		1,248 10	652 00				
20	Howell & Morsell.....	1,527 75								
21	Esau Pickrell.....									
22	James Johnson.....									
23	A. L. Avery.....	2,153 00			1,321 00					
24	Wm. L. Kennedy.....	*1,416 00	*157 50	49 00	*1,081 10	553 50				
25	Revere Copper Company.....								108,000	
26	John Wendell.....	1,442 25		72 50	1,152 10	*443 00				

27	James Lesley									
28	Bigler & Wilt									
29	Southard, Herbert & Co				1,190 80					
30	William Lang	1,614 10		71 80		780 50				
31	James Jarvis									
32	John A. Wiggins	2,514 00	675 00	72 00	1,429 00	1,449 00	14,750 00	13,270 00	140,000	2,145 00
33	Storer & Stephenson	1,501 00	327 50	64 00	1,352 10	755 50				
34	Bergen Port Copper Company								120,000	

* Accepted.

Scale of offers to furnish naval supplies at the navy yard at Gosport, Virginia, under advertisement from the Bureau of Construction, Equipment and Repair, of June 2, 1856.

Number of offer.	Bidders.	Class 1.	Class 3.	Class 6.	Class 8.	Class 10.	Class 11.	Class 12.	Class 13.
		White oak plank stock logs.	White oak promiscuous timber.	Yellow pine plank stock logs.	Yellow pine mast and spar timber.	White pine.	Ash, cypress, elm boards.	Black walnut, cherry, mahogany.	Locust.
1	David S. Walton.....	\$19,600 00	\$3,230 00	.....	.....	.....	\$8,060 00	.....	\$580 00
2	George W. Peete.....	.....	.....	.....	.....	.....	.....	.....	.....
3	William Brand & Co.....	.....	.....	.....	.....	.....	.....	.....	.....
4	A. L. Avery.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Elias Ellicott.....	13,200 00	2,400 00	\$14,000 00	\$5,035 00	.....	.....	.....	.....
6	R. Archer & Co.....	.....	.....	.....	.....	.....	.....	.....	.....
7	P. F. Schleicker.....	.....	.....	.....	.....	.....	.....	.....	440 00
8	William Mason & Son.....	.....	.....	.....	.....	.....	.....	.....	.....
9	John H. Green.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Henry Buck.....	.....	.....	13,500 00	5,035 00	.....	.....	.....	.....
11	Thomas L. Danach.....	17,800 00	1,940 00	.....	.....	.....	.....	.....	.....
12	Morris & Tanner.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Bennett Fentress.....	18,800 00	4,320 00	.....	.....	.....	.....	.....	.....
14	Page & Allen.....	16,800 00	1,900 00	13,500 00	.....	.....	.....	.....	.....
15	Aaron A. Degraw.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Samuel Patterson.....	.....	.....	.....	.....	.....	.....	.....	496 00
17	Bluford & Co.....	.....	.....	.....	.....	.....	.....	.....	.....
18	James Johnson.....	15,800 00	2,180 00	.....	.....	.....	\$6,865 00	.....	*400 00
19	E. W. Moore.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Allyn, Rose & Capps.....	.....	.....	.....	.....	.....	.....	.....	.....
21	A. L. Avery.....	.....	.....	.....	.....	.....	.....	.....	.....
22	William D. Kennedy.....	.....	.....	.....	.....	.....	.....	.....	.....

23	Peters & Reed			14,500 00	6,394 45		*5,930 00	*1,830 00	
24	James L. Foxwell	15,800 00	*1,860 00						440 00
25	W. J. Morris	15,600 00							
26	Carl Epping				8,056 00				
27	R. B. Knight & Co			13,500 00					
28	Samuel Etheredge		3,820 00	18,500 00					
29	John H. Bowie & Co								
30	Thomas Brooks, jr					\$15,125 00			
31	John Wendell								
32	James Lesley								
33	Bigler & Wilt					*14,225 00			
34	Samuel P. Brown	19,600 00	6,800 00	16,000 00					
35	Southard, Herbert & Co								
36	George W. Lawrence	20,000 00	7,000 00						
37	William Lang								
38	Seguin & White			13,750 00					
39	Lepage & Bros								
40	William White				6,042 00				
41	John E. Punis					15,455 00	7,340 00	1,992 50	
42	James S. Garrison, jr	18,000 00		17,000 00					512 00
43	John Dayly			12,000 00	3,725 90				
44	James Jarvis	16,700 00	4,800 00						800 00
45	George T. Wallace	*12,800 00	2,820 00	*11,875 00	*3,197 22				
46	Joseph Westcott	18,000 00		15,000 00					
47	E. H. Herbert	17,600 00	3,090 00	13,000 00	4,930 30				
48	John A. Higgins					32,125 00	13,450 00	3,350 00	
49	Storer & Stephenson								
50	Wesley Smith	24,000 00	6,500 00	19,000 00	9,566 50	16,650 00	12,760 00	1,950 00	680 00
51	Stephen G. Bogert	20,000 00		16,500 00					
52	Peck & Church			15,000 00	6,042 00				
53	James Bigler					16,600 00			
54	Nathaniel Sweet								

* Accepted.

No. 7—Continued.

Number of offer.	Bidders.	Class 14.	Class 16.	Class 18.	Class 20.	Class 21.	Class 22.	Class 23.
		White ash oars and hic'y bars.	Black spruce.	Lignumvitæ.	Composition and copper nails.	Iron.	Spikes, nails.	Lead, zinc, tin.
1	David S. Walton	\$3,837 00						
2	George W. Peete.....	4,024 00						
3	William Brand & Co							
4	A. L. Avery						\$1,111 50	\$2,570 00
5	Elias Ellicott							
6	R. Archer & Co					*\$4,015 00		
7	P. F. Schleicker			\$100 00				
8	William Mason & Son							
9	John H. Green.....				*\$52 50	4,324 00	700 00	
10	Henry Buck							
11	Thomas L. Danach							
12	Morris & Tanner					4,089 50		
13	Bennett Fentress.....							
14	Page & Allen.....							
15	Aaron A. Degraw				120 00			
16	Samuel Patterson	2,437 50						
17	Bluford & Co							
18	James Johnson	3,252 50						
19	E. W. Moore						725 00	2,390 00
20	Allyn, Rose & Capps					4,306 00	605 66	2,105 00
21	A. L. Avery						970 80	
22	William D. Kennedy.....							2,232 00
23	Peters & Reed.....	3,553 75						
24	James L. Foxwell							
25	W. J. Morris							
26	Carl Epping.....							

27	R. B. Knight & Co							
28	Samuel Etheridge							
29	John H. Bowie & Co							
30	Thomas Brooks, jr							
31	John Wendell						*538 00	
32	James Lesley							
33	Bigler & Wilt							
34	Samuel P. Brown		*318 00					
35	Southard, Herbert & Co							
36	George W. Lawrence							
37	William Lang	2,587 50		200 00		4,327 00	684 00	2,145 00
38	Seguin & White							
39	Lepage & Bros					5,019 60	680 00	
40	William White							
41	John E. Punis			120 00				
42	James S. Garrison, jr	4,372 00						
43	John Dayly							
44	James Jarvis							
45	George T. Wallace	*2,408 75						
46	Joseph Westcott		894 00					
47	E. H. Herbert							
48	John A. Higgins	6,425 00		250 00	300 00	6,456 00	902 00	2,560 00
49	Storer & Stephenson			*98 00	90 00	5,190 00	681 00	*2,080 00
50	Wesley Smith	4,575 00	1,069 00	160 00				
51	Stephen G. Bogert							
52	Peck & Church							
53	James Bigler							
54	Nathaniel Sweet		1,274 00					

* Accepted.

No. 7—Continued.

Number of offer.	Bidders.	Class 25.	Class 27.	Class 28.	Class 29.	Class 30.	Class 31.	Class 32.
		Hardware.	Paints, oils.	Flax canvas.	Cotton canvas.	Flax and cotton twine.	Glass.	Leather.
1	David S. Walton							
2	George W. Peete.....							
3	William Brand & Co			\$21,975 75				
4	A. L. Avery		\$6,975 60					
5	Elias Ellicott							
6	R. Archer & Co							
7	P. F. Schieicker							
8	William Mason & Son				\$2,024 00	\$150 00		
9	John H. Green.....							
10	Henry Buck							
11	Thomas L. Danach							
12	Morris & Tanner							
13	Bennett Fentress.....							
14	Page & Allen.....							
15	Aaron A. Degraw							
16	Samuel Patterson.....							
17	Bluford & Co.....							\$1,001 40
18	James Johnson.....							
19	E. W. Moore	\$2,554 25						
20	Allyn, Rose & Capps	*2,019 00					\$160 00	1,160 00
21	A. L. Avery							
22	William D. Kennedy		5,425 20			*111 00	350 00	
23	Peters & Reed.....							
24	James L. Foxwell.....							
25	W. J. Morris							
26	Carl Epping.....							
27	*R. B. Knight & Co.....							

28	Samuel Etheredge.....							
29	John H. Bowie & Co.....							1,180 50
30	Thomas Brooks, jr.....							
31	John Wendell.....	2,644 60	*5,111 00					*858 00
32	James Lesley.....	2,284 20						
33	Bigler & Wilt.....							
34	Samuel P. Brown.....							
35	Southard, Herbert & Co.....							
36	George W. Lawrence.....							
37	William Lang.....		6,098 50					
38	Seguin & White.....							
39	Lepage & Bros.....							
40	William White.....							
41	John E. Punis.....							
42	James S. Garrison, jr.....							
43	John Dayly.....							
44	James Jarvis.....							
45	George T. Wallace.....							
46	Joseph Westcott.....							
47	E. H. Herbert.....							
48	John A. Higgins.....	3,144 50	7,193 60			300 00	996 00	1,497 00
49	Storer & Stephenson.....	2,840 00	5,506 00		2,550 00	180 00	541 00	1,432 00
50	Wesley Smith.....							
51	Stephen G. Bogert.....							
52	Peck & Church.....							
53	James Bigler.....							
54	Nathaniel Sweet.....							

* Accepted.

No. 7—Continued.

Number of offer.	Bidders.	Class 33.	Class 34.	Class 35.	Class 37.	Class 38.	Class 39.	Class 40.
		Hose.	Brushes.	Bunting and dry goods.	Pitch, tar, rosin.	Tallow, soap, oil.	Shipchandlery.	Stationery.
1	David S. Walton							
2	George W. Peete				\$1,158 75			
3	William Brand & Co							
4	A. L. Avery		\$489 00		903 75	\$6,150 00		
5	Elias Ellicott							
6	R. Archer & Co							
7	P. F. Schleicker	*\$332 00	456 94		*636 25			
8	William Mason & Son							
9	John H. Green							
10	Henry Buck							
11	Thomas L. Danach							
12	Morris & Tanner							
13	Bennett Fentress							
14	Page & Allen							
15	Aaron A. Degraw							
16	Samuel Patterson							
17	Bluford & Co	1,314 00						
18	James Johnson							
19	E. W. Moore							
20	Allyn, Rose & Capps	963 00	*356 50		875 00	5,900 00	\$1,509 70	
21	A. L. Avery		517 50			6,298 00		
22	William D. Kennedy		503 20		786 25	5,890 00	1,622 80	
23	Peters & Reed							
24	James L. Foxwell							
25	W. J. Morris							
26	Carl Epping							
27	R. B. Knight & Co							

28	Samuel Etheredge.....							
29	John H. Bowie & Co.....	1,000 00						
30	Thomas Brooks, jr.....							
31	John Wendell.....	1,100 00	364 50	*\$823 60	677 50	*5,610 00	*1,158 82	
32	James Lesley.....	1,000 00						
33	Bigler & Wilt.....							
34	Samuel P. Brown.....							
35	Southard, Herbert & Co.....					5,684 00		
36	George W. Lawrence.....							
37	William Lang.....				850 00			
38	Seguin & White.....							
39	Lepage & Bros.....							
40	William White.....							
41	John E. Punis.....				890 00			
42	James S. Garrison, jr.....							
43	John Dayly.....							
44	James Jarvis.....							
45	George T. Wallace.....							
46	Joseph Westcott.....							
47	E. H. Herbert.....							
48	John A. Higgins.....	995 00	577 00	2,085 10	922 00	7,520 00	1,791 50	\$1,336 00
49	Storer & Stephenson.....	1,650 00	1,017 00	1,696 20	862 50	6,330 00	1,729 20	
50	Wesley Smith.....							
51	Stephen G. Bogert.....							
52	Peck & Church.....							
53	James Bigler.....							
54	Nathaniel Sweet.....							

* Accepted.

No contract made for Class 40.

List of contracts (embracing all coming under the cognizance of the Bureau of Construction, Equipment and Repair,) made and received from October 15, 1855, to October 15, 1856; prepared in conformity with an act of Congress of April 21, 1808.

639

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 28	1857. June 30	R. Archer & Co -----	20,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches -----	\$0 3 $\frac{1}{2}$ per pound...	Kittery.
			3,000 pounds round iron, from $2\frac{3}{8}$ to 3 inches -----	3 $\frac{1}{2}$ do	
			2,000 pounds round iron, from $3\frac{1}{4}$ to $5\frac{1}{2}$ inches -----	3 $\frac{1}{2}$ do	
			6,000 pounds square iron, from $\frac{1}{2}$ to 2 inches -----	3 $\frac{1}{2}$ do	
			3,000 pounds square iron, from $2\frac{1}{4}$ to $5\frac{1}{2}$ inches -----	3 $\frac{1}{2}$ do	
			35,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide -----	3 $\frac{3}{8}$ do	
			10,000 pounds flat iron, from $1\frac{1}{2}$ to 2 inches thick, from 4 to 10 inches wide -----	3 $\frac{1}{2}$ do	
			500 pounds hoop iron, from $\frac{1}{16}$ to $\frac{1}{8}$ inch thick, 1 to $2\frac{1}{2}$ inches wide -----	4 $\frac{1}{2}$ do	
			300 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide -----	4 $\frac{1}{2}$ do	
			600 pounds boiler plate, from $\frac{3}{16}$ to $\frac{6}{16}$ inch in thickness ...	5 do	
			800 pounds boiler plate, $\frac{1}{16}$ to $\frac{1}{8}$ inch in thickness -----	5 do	
			500 pounds cast steel, from $\frac{3}{8}$ to 2 inches square -----	14 do	
			100 pounds German steel -----	10 do	
			100 pounds blister steel -----	6 do	
			120,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inches -----	3. 30 do -----	Brooklyn.
			30,000 pounds round iron, from $2\frac{3}{8}$ to 3 inches -----	3. 25 do	
			8,000 pounds round iron, from $1\frac{1}{4}$ to $5\frac{1}{2}$ inches -----	3. 30 do	
			6,000 pounds square iron, from $\frac{1}{2}$ to 2 inches -----	3 $\frac{1}{2}$ do	
			4,000 pounds square iron, $2\frac{1}{4}$ to $5\frac{1}{2}$ inches -----	3. 30 do	
			6,000 pounds Livingston's hammered square iron, from 1 to 4 inches -----	4 do	
			25,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide -----	3. 30 do	

REPORT OF THE

15,000 pounds flat iron, from 1½ to 2 inches thick, from 4 to 10 inches wide	3.35	do	
500 pounds hoop iron, from ⅞ to ½ inch thick, from ½ to 2½ inches wide	4	do	
3,000 pounds thimble iron, from ⅞ to ⅝ inch thick, from ½ to 2½ inches wide	4	do	
7,000 pounds boiler plate iron, from ⅜ to ⅝ inch thick	5	do	
6,000 pounds boiler plate iron, from ⅞ to 1⅛ inch thick	5	do	
500 pounds boiler rivets, ½ inch and over	8	do	
300 pounds sheet iron, No. 15 to 25	5	do	
500 pounds Russia sheet iron, No. 18 to 24	14	do	
1,000 pounds cast steel, from ¾ to 2 inches square	15	do	
500 pounds octagon cast steel, ¾ to 1½ inch square	15	do	
800 pounds German steel	8	do	
1,000 pounds blister steel	7	do	
500 pounds nail rods	4	do	
600 pounds wrought-iron clinch rings, ¼ to 1½ inch	10	do	
50,000 pounds round iron, from ⅞ to 2½ inches	3.30	do	Philadelphia.
10,000 pounds round iron, from 2½ to 3 inches	3.20	do	
5,000 pounds round iron, from 3½ to 5½ inches	3.50	do	
12,000 pounds square iron, from ½ to 2 inches	3.25	do	
4,000 pounds square iron, from 2¼ to 5½ inches	3.30	do	
10,000 pounds flat iron, from ¼ to 1 inch thick, from 1½ to 9 inches wide	3.30	do	
3,000 pounds flat iron, from 1½ to 2 inches thick, from 4 to 9½ inches wide	3.50	do	
1,000 pounds flat iron, ½ inch thick, from 10 to 11½ inches wide	4	do	
200 pounds hoop iron, from ⅞ to ½ inch thick, from ½ to 2½ inches wide	5	do	
3,000 pounds thimble iron, from ⅞ to ⅝ inch thick, from ½ to 2½ inches wide	5	do	
2,000 pounds boiler plate iron, from ⅜ to ⅝ inch thick	4.50	do	
2,000 pounds boiler plate iron, from ⅞ to 1⅛ inch thick	4½	do	
200 pounds boiler rivets, ½ inch and over	8	do	
100 pounds sheet iron, No. 15 to 25	7	do	
200 pounds cast steel, from ¾ to 2 inches square	15	do	
100 pounds octagon steel, ¾ to 1½ inch square	15	do	
50 pounds German steel	12	do	
100 pounds blister steel	7	do	

July 29	June 30			
		Morris & Tanner.....	400 pounds octagon steel, $\frac{3}{4}$ to $1\frac{1}{2}$ inch.....	16 do
			12,000 pounds chain cable iron, from $\frac{3}{16}$ to $\frac{1}{2}$ inch diameter.....	2.5 do
			173,000 pounds chain cable iron, from 1 to $\frac{1}{4}$ inch diameter.....	3.625 do
			40,000 pounds chain cable iron, from 2 to $2\frac{1}{4}$ inch diameter.....	3.75 do
			1,000 pounds oval bar iron, from $3\frac{3}{4}$ by $3\frac{1}{2}$ to $1\frac{1}{2}$ by $1\frac{1}{2}$	3 do
		John Wendell.....	200 pounds composition boat spikes, $1\frac{1}{2}$ to $3\frac{1}{2}$ inches.....	25 do
			20 pounds composition cocks, $\frac{3}{8}$ to $1\frac{1}{2}$ inch.....	20 do
			30 pounds composition cocks, $1\frac{1}{2}$ to $2\frac{1}{2}$ inch.....	25 do
			100 pounds copper cut boat nails, $1\frac{1}{2}$ to 4 inches.....	40 do
			1,000 pounds wrought iron spikes, 4 to 6 inches long.....	5 do
			4,000 pounds wrought iron spikes, $6\frac{1}{2}$ to 9 inches long.....	5 do
			500 pounds wrought iron nails, 6-penny to 30-penny.....	7 do
			100 pounds wrought iron boat nails, 4-penny to 20-penny..	11 do
			50 pounds wrought iron sheathing nails, 2 to 3 inches.....	12 do
			60 pounds wrought iron clout nails, $\frac{1}{2}$ to $1\frac{1}{4}$ inch.....	12 do
			2,000 pounds iron cut nails, 4-penny to 40-penny.....	4 do
			400 pounds iron finishing nails, 1 to 2 inches.....	4 do
			100 pounds iron cut brad-head nails, 4-penny to 10-penny..	4 $\frac{1}{2}$ do
			3,000 pounds pure dry white lead.....	7 $\frac{1}{2}$ do
			2,000 pounds pure dry white zinc.....	5 $\frac{1}{2}$ do
			300 pounds red lead, dry.....	8 $\frac{1}{2}$ do
			300 pounds litharge.....	8 $\frac{1}{2}$ do
			2,000 pounds whiting.....	1 do
			300 pounds lampblack.....	5 do
			300 pounds French yellow ochre.....	2 do
			20 pounds gum shellac.....	16 do
			700 gallons linseed oil, raw.....	82 per gallon.
			100 gallons spirits of turpentine.....	45 do
			275 feet leading hose, in 25-foot lengths.....	70 per foot.
			42 feet suction hose, in 6-foot lengths.....	2 80 do
			60 clamp brushes.....	15 per piece.
			60 hand scrubbing brushes.....	20 each.
			60 whitewash brushes.....	75 do
			6 hand dusting brushes.....	30 do
			6 painters' dusting brushes.....	25 do
			6 long-handled tar brushes.....	30 do
			6 short-handled tar brushes.....	20 do
			3 varnish brushes.....	60 do
			30 paint brushes, 000.....	50 do

Washington.

Kittery.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	John Wendell—Continued	6 paint brushes, 0000..... 4 .....do.....00000..... 2 .....do.....00000..... 12 sash tool brushes, assorted..... 18 camel's hair brushes, assorted..... 1 pound bristles..... 350 gallons winter-strained sperm oil..... 6 gallons neatsfoot oil..... 1 gallon sweet oil..... 260 gallons fish oil..... 250 pounds hard brown soap..... 50 pounds castile soap..... 1,000 pounds pure tallow..... 1 barrel soft soap..... 50 pounds beeswax..... 50 bricks, Bath..... 1 bellows, smith's, 30 inches..... 48 brooms, hickory..... 48 brooms, corn..... 10 pounds borax, refined..... 1 call, silver..... 6 skeins catgut, large size..... 500 pounds cotton waste whipping stuff..... 50 pounds cotton packing..... 1 drum, bass..... 2 drums, tenor..... 3 drum heads, bass..... 8 drum heads, tenor..... 2 drum snares..... 6 pounds emery flour.....	\$0 60 each. 70 do 90 do 15 do 6 do 5 00 per pound. 1 90 per gallon. 1 10 do 5 00 do 80 do 6 do 15 do 12 do 3 00 per barrel. 33 per pound. 5 each. 8 00 do 15 do 22 do 33 per pound. 3 00 each. 25 do 11 per pound. 12 do 25 00 each. 8 00 do 2 50 do 2 00 do 25 do 12 per pound.	Kittery.

2 reams emery cloth.....	5 00	per ream.
½ ream emery paper.....	4 00	do
1 bundle flags, cooper's	1 00	per bundle.
2 glasses, 60'', sand	1 00	each.
2 glasses, 30'', sand	75	do
1 grindstone, 120 pounds, mounted.....	4 00	do
100 pounds glue.....	22	per pound.
100 fish-hooks, assorted.....	1 00	per hundred.
1 hoop, truss, set of "wood".....	3 00	per set.
1 lead, Erricson's or Ogden's.....	25 00	each.
1 log, Massey's.....	20 00	do
6 lines, chalk, 80 to 100 feet each	1 00	do
12 lines, fishing	50	do
1 gross lamp-wick, wove	2 00	per gross.
10 pounds lamp-wick, yarn	15	per pound.
2 barrels lime, 200 pounds each.....	2 50	per barrel.
5 jars lime, chloride, in 20-pound jars.....	2 00	each.
7 lanterns, horn	1 00	each.
6 lanterns, globe, with guards, &c., complete	5 00	do
6 lamps, reflectors and chimneys complete, small	2 50	do
6 lamp screws, with double tubes	10	do
1 line, measuring, metallic, 80 to 100 feet.....	1 00	do
1 mill, paint, iron	8 00	do
100 needles, sail.....	2 50	per hundred.
50 needles, roping.....	2 50	do
3 oil stones.....	1 00	each.
6 pumps, copper, hand, complete, with joints.....	8 00	do
6 pumps, wood, hand, with joints.....	75	do
18 life-preservers.....	2 50	do
140 pounds potash.....	10	per pound.
18 palms, mounted, sewing	50	each.
10 palms, mounted, roping	50	do
100 pounds rubber, sheet packing.....	75	per pound.
3 pounds sal-ammoniac.....	10	do
1 stone and muller, paint.....	2 00	per set.
10 pounds stone, rotten, lump.....	6	per pound.
20 pounds sulphur, flour of	10	do
20 pounds soapstone, pulverized.....	10	do
1 seine of tanned flax, 80 fathoms, bag and sinkers complete.....	80 00	each

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 19	1857. June 30	John Wendell—Continued	500 pounds yarn, packing 28 adzes, carpenter's, handled 3 adzes, hollow, handled 4 adzes, cooper's, handled 25 axes, broad, handled 2 axes, cooper's, handled 100 axes, wood, handled 6 augers, ship, patent, estimated at 48-eighths, assorted .. 1 dozen awls, brad, handled 2 dozen awls, wire, handled 4 dozen awls, shoemakers', handled 6 anvils, estimated at 140 pounds each 100 pounds burrs, copper, assorted 6 braces and bitts, wood, complete, (48 bitts) 5 braces and bitts, iron, complete, (20 bitts) 6 bevels, steel-tongued 1 dozen buttons, plate, brass 1 dozen buttons, plain, brass, 1½ to 2 inches 12 dozen bolts, flush, brass, 6 by 1¼ inch 1 dozen bolts, flush, brass, 4 by 1 inch 1 dozen bolts, flush, brass, 2¼ by ¾ inch 5 dozen bolts, barrel, brass, 4 to 6 inches 4 balances, spring, to weigh 25 pounds 4 balances, spring, to weigh 50 pounds 6 borers, bung 6 borers, tap 8 sets binnacle braces, brass 25 pounds brass, sheet, assorted 3 brands, ship's name 1½ dozen compasses, carpenters'	\$0 18 per pound. 1 50 each. 1 50 do 1 25 do 1 25 do 1 00 do 1 25 do 20 per eighth. 1 00 per dozen. 75 do 1 00 do 10 per pound. 50 do 6 00 per set. 4 00 do 75 each. 1 00 per dozen. 1 25 do 5 00 do 4 00 do 4 00 do 6 00 do 3 00 each. 5 00 do 25 do 25 do 6 00 per set. 30 per pound. 3 00 each. 2 50 per dozen.	Kittery. Brooklyn.

1½ dozen compasses, armorers'	9 00	do
6 dozen chisels, firmer, assorted, handled	9 00	do
1 dozen chisels, socket, assorted, handled	12 00	do
18 sets castors, fixed wheel, brass, 1½ inch	50	per set.
3 sets castors, socket, brass 1¾ inch	50	do
1 calliper, mast	2 50	each.
2 callipers, smiths'	1 00	do
12 cabin bells, with stop-crank and fixtures complete	3 00	do
20 cranks and segments for bells, brass	50	do
5 sets dish-covers, planished, 12 in a set	5 00	per set.
5 sets dish covers, planished, 8 in a set	4 00	do
5 sets dies, letters and figures, ¾ inch	5 00	do
3 diamonds, glaziers'	8 00	each.
3 drills, stock-press	2 50	do
5 drills, box and bow	1 00	do
12 drill-braces	3 00	do
8 dividers, brass	30	do
1 dozen escutcheons, plate, brass, assorted	10 00	per dozen.
1 dozen escutcheons, thread	8 00	do
1 pound escutcheon pins	50	per pound.
1 dozen files, whip saw, 6 to 8 inches	2 00	per dozen.
1.....do..... hand saw, 5 to 6 inches	2 00	do
1.....do..... cross-cut, 6 to 10 inches	3 00	do
1.....do..... rat-tail, 5 to 10 inches	1 50	do
1.....do..... flat, bastard, 8 to 14 inches	5 00	do
1.....do..... flat, fine, 8 to 12 inches	6 00	do
3.....do..... flat, single-cut, 12 inches	5 00	do
1.....do..... four-sided, 8 to 14 inches	6 00	do
4.....do..... round, bastard, 8 to 14 inches	6 00	do
1.....do..... half round, assorted, 8 to 14 inches	5 00	do
3.....do..... safe edge, 8 inches	4 00	do
3 forges, portable, complete, smiths'	3 00	each.
3 filters, diaphragm	5 00	do
½ dozen, gauges, carpenters'	3 00	per dozen.
12 dozen gimlets, nail, assorted	2 00	do
3 dozen gimlets, spike, assorted	2 00	do
3 dozen gouges, firmer, handled, assorted	5 00	do
½ dozen gouges, socket, handled, assorted	18 00	do
30 gridirons	50	each.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	John Wendell—Continued.	6 griddles 6 hammers, claw..... handled..... 15.....do.....tinnets'.....do..... 12.....do.....wrench.....do..... 12.....do.....coopers'.....do..... 3 dozen hooks and eyes, brass, for furniture 12 pair hinges, brass butt, shifting pins, 4½ by 2½ inches... 60.....do.....do.....do.....4½ by 4½.....do..... 60.....do.....do.....do.....4 by 4.....do..... 150.....do.....do.....do.....4 by 2.....do..... 12.....do.....do.....stationary.....3½ by 3½.....do..... 12.....do.....do.....do.....3½ by 1¾.....do..... 300.....do.....do.....do.....3 by 1½.....do..... 150.....do.....do.....do.....2½ by 1½.....do..... 100.....do.....do.....do.....2 by 1.....do..... 12.....do.....iron butt.....do.....4½ by 4½.....do..... 60.....do.....secretary, and fastenings, brass, 5 by 5 inches, complete 26 pair hinges, table, brass, 2 by 4½ inches..... 12 pair hinges, iron butt, 2 by 1½ to 4 by 3..... 12 dozen hooks, cabin door, brass, 3 by 6 inches 10.....do.....coat and hat, brass..... 15.....do.....pantry, brass, 1 to 2½ inches..... 3 hatchets, with handles, assorted 1 marking iron..... 6 knives, drawing, 12 to 16 inches..... 1 knife, rounding..... 5 knives, drawing, coopers'..... 5 knives, hollow..... 10 knives, pallet, 8 to 12 inches.....	\$0 50 each. 50 do 75 do 1 50 do 1 50 do 2 00 per dozen. 60 per pair. 60 do 90 do 70 do 75 do 50 do 50 do 33 do 25 do 25 do 1 00 do 40 do 20 do 2 50 per dozen. 1 50 do 1 25 do 1 25 each. 3 00 do 2 00 do 2 00 do 1 50 do 3 00 do 75 do	Brooklyn.

10 knives, putty, 3 to 4 inches	25	do
6 dozen knives, shoemaker's	1 50	per dozen.
1 dozen knobs, mahogany, $\frac{1}{2}$ to 2 inches	25	do
12 dozen knobs, black walnut, $\frac{1}{2}$ to — inches	30	do
3 kettles, glue, copper, 1 to 3 quarts	3 50	each.
3 kettles, pitch, 16 to 20 inches diameter at top	5 00	do
14 kettles, iron, tea	80	do
7 kettles, fish	4 00	do
2 kettles, camp	3 00	do
20 dozen keys, extra, iron and brass	12	per dozen.
8 dozen locks, brass, mortise, 3 by 4 inches in thickness, $\frac{3}{8}$ -inch furniture, complete, right and left	6 00	do
1 dozen locks, brass, upright, rim, knobs, $3\frac{1}{2}$ by 6 inches furniture, complete	6 00	do
3 dozen locks, brass, dead, 3 by 5 inches	5 00	do
8 dozen locks, drawer, 2 by $3\frac{3}{4}$ inches	3 00	do
3 dozen locks, chest, 3 by 4 inches	3 50	do
12 dozen locks, brass, closet, $2\frac{1}{2}$ by 4 inches, right and left	5 00	do
3 dozen locks, brass, closet, $1\frac{3}{4}$ by 3 inches, right and left	4 00	do
1 dozen locks, brass, book-case, 2 by 3 inches	6 00	do
2 dozen locks, brass, desk, $3\frac{1}{2}$ inches	4 00	do
1 dozen locks, brass, pad, $2\frac{1}{2}$ to 3 inches	3 50	do
1 dozen locks, iron, dead, $3\frac{1}{2}$ by 5 inches	4 00	do
1 dozen locks, iron, drawer, 2 by $2\frac{3}{4}$ inches	3 50	do
1 dozen locks, iron, closet, $2\frac{1}{2}$ by 4 inches, right and left	3 50	do
1 dozen locks, iron, pad, $2\frac{1}{2}$ to 3 inches	3 50	do
5 ladles, iron	60	per each.
8 ladles, pitch	75	do
2 lathes, turning, and tools complete, for wood and iron	10 00	do
5 planes, grooving, width of iron $\frac{1}{2}$ to 1 inch	1 75	do
8 planes, smoothing, width of iron $1\frac{1}{2}$ to 2 inches	1 75	do
1 plane, rabbit, width of iron 1 to 2 inches	3 00	do
1 plane, long jointer, width of iron $2\frac{1}{2}$ inches	2 00	do
1 plane, short jointer, width of iron $2\frac{1}{2}$ inches	1 75	do
2 planes, jointer, long, coopers'	5 00	do
6 planes, jointer, short, coopers'	2 50	do
1 plane, block	2 00	do
5 planes, jack, width of iron $1\frac{3}{4}$ to 2 inches	1 75	do
1 plane, beading, width of iron $\frac{1}{2}$ to $\frac{3}{4}$ inch	200	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. July 29	1857. June 30	John Wendell—Continued.	16 planes, moulding, width of iron $\frac{1}{4}$ to $\frac{3}{8}$ inch..... 2 planes, plough, with 8 bitts 2 planes, match, to suit $\frac{3}{4}$ and $\frac{5}{8}$ boards..... 12 pincers, assorted 24 plyers, assorted 30 pans, frying 100 pans, stew 2 pots, iron 12 sets poker, shovel, and tongs..... 40 dozen rings, curtain, brass, assorted 6 dozen rings, flush, brass..... 12 dozen rings, screw, brass 12 rules, 2 feet, double and single jointed 12 rods, gauging 12 rasps, wood, assorted 30 pounds rivets, iron, coopers' 50 pounds rivets, sheave, 1 inch..... 50 pounds rivets, sheave, $1\frac{1}{8}$ inch..... 50 pounds rivets, sheave, $1\frac{1}{4}$ inch..... 50 pounds rivets, sheave, $1\frac{1}{2}$ inch..... 50 pounds rivets, sheave, $3\frac{1}{4}$ inches, $\frac{1}{16}$ wire 60 pounds rivets, copper, boat, assorted..... 30 pounds rivets, copper, Nos. 1 and 2..... 30 saws, hand, 2 feet 2 inches..... 3 saws, whip, with tiller and box fitted..... 1 saw, cross-cut, 4 to 6 feet long 12 saws, wood 15 saws, hack, with frame..... 2 saws, pannel, 14 to 20 inches..... 10 saws, compass, 10 to 15 inches.....	\$2 50 per each. 6 00 do 2 00 do 25 do 25 do 75 do 50 do 3 00 do 1 50 per set. 75 per dozen. 75 do 1 00 do 50 per each. 50 do 70 do 20 per pound. 20 do 20 do 20 do 20 do 20 do 40 do 40 do 1 00 per each. 5 00 do 5 00 do 1 00 do 1 00 do 1 00 do 50 do	Brooklyn.

1 saw, keyhole and pad, 6 to 12 inches.....	50	do
6 saws, tenon	1 00	do
1 saw, dovetail	75	do
2 saw sets	75	do
2 steel-yards, to weigh 25 pounds.....	2 00	do
3 scales, beam, to weigh from 300 to 800 pounds.....	2 00	do
5 screws, clamp, wood	5 00	do
2 screws, bench.....	4 00	do
3 screws, jack, 2½ to 3 feet, equal to Ballard's	5 00	do
25 gross screws, brass, gimblet point, Nos. 4 to 24.....	3 00	per gross.
50 gross screws, iron, gimblet point, Nos. 3 to 24.....	1 50	do
5 shaves, spoke	75	per each.
5 shaves, can	1 00	do
6 shaves, bucket	90	do
5 shaves, in.....	1 00	do
5 squares, trying, steel blades, 6 inches	50	do
8 squares, iron, 2 feet.....	75	do
6 squares, brass.....	1 00	do
18 shovels, coal, steel.....	1 50	do
6 shovels.....	1 00	do
6 spades	90	do
200 scrapers, ship, handled, steel blades.....	25	do
5 shears, bench, tinnern'	4 00	do
7 shears, hand, tinnern'	2 00	do
2 shears, sheep	50	do
1 stake, iron	3 00	do
2 stakes, edging, tinnern'.....	5 00	do
3 stakes, planishing.....	5 00	do
6 screw-plates and taps, large size.....	3 00	do
2 screw-plates and taps, small size	3 00	do
1 thousand tacks, iron, gimp.....	25	per M.
1 thousand tacks, iron, cut	25	do
10 pounds tacks, copper, cut.....	50	per pound.
50 table fasteners, 2½ by 2½ inches.....	10	per each.
600 pounds vice, bench, from 3½ to 5½ jaws.....	10	per pound.
1 vice, hand	1 50	per each.
100 pounds wire, brass, assorted	30	per pound.
100 pounds wire, copper, assorted.....	30	do
25 pounds wire, iron, assorted	20	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. July 29	1857. June 30.	John Wendell—Continued.	10 waffle irons 2 water closet fixtures, stop cocks, china basin, complete.. 12 water closet basins, china 2 sets weights, from 1 to 4 pounds..... 2 sets weights, from 7 to 28 pounds 20 wrenches, screw..... 1,000 pounds rigging leather, sides not less than 10 pounds 600 pounds pump leather, sides not less than 25 pounds... 100 pounds bellows leather, sides not less than 6 pounds.. 12 skins buff leather..... 300 pounds oiled tanned leather..... 400 pounds dressed raw hides, not less than 18 pounds.... 20 pieces 18-inch red bunting..... 5 pieces 12-inch red bunting..... 5 pieces 9-inch red bunting..... 5 pieces 4½-inch red bunting..... 20 pieces 18-inch blue bunting..... 5 pieces 12-inch blue bunting..... 5 pieces 9-inch blue bunting..... 5 pieces 4½-inch blue bunting..... 20 pieces 18-inch white bunting..... 5 pieces 12-inch white bunting..... 5 pieces 9-inch white bunting..... 5 pieces 4½-inch white bunting..... 10 pieces 18-inch green bunting..... 10 pieces 18-inch yellow bunting..... 600 yards white muslin, ¾-yard wide..... 200 yards blue muslin, ¾-yard wide..... 300 yards Russia sheeting..... 10 yards green baize.....	50 per each. 10 00 do 1 00 do 1 50 per set. 5 00 do 1 75 per each. 40 per pound. 33 do 50 do 50 per skin. 30 per pound. 25 do 9 00 per piece. 10 do 10 do 5 do 8 00 do 5 do 50 do 10 do 9 00 do 5 do 50 do 10 do 8 00 do 8 00 do 8 per yard. 10 do 12 do 2 00 do	Brooklyn.

10 yards fearnought	2 00	do
10 yards satinete.....	1 50	do
20 yards broadcloth	2 50	do
100 yards blue moreen	50	do
10 yards black cotton velvet	1 00	do
10 yards hair cloth, 30 inches wide	1 50	do
5 yards hair cloth, 24 inches wide	1 00	do
100 yards blue worsted binding	1	do
200 yards black worsted binding	1	do
50 yards linen tape	1	do
100 yards broad gimp, silk and worsted	25	do
200 yards black gimp	3	do
50 pounds white linen thread	1 00	per pound.
40 pounds black linen thread	1 00	do
50 pounds shoe thread	50	do
200 pounds white curled hair	40	do
12 spools sewing cotton	3	per spool.
10 papers sewing needles	20	per paper.
5 gross black tuft	2 00	per gross.
80 barrels thin tar, each containing not less than 30 gallons	2 50	per barrel.
25 barrels pitch, each containing not less than 300 pounds	2 25	do
30 barrels No. 1 rosin, each containing not less than 300 pounds	2 50	do
40 barrels soft clear turpentine, each containing not less than 230 pounds	5 00	do
5 barrels coal tar, each containing not less than 30 gallons	10 00	do
100 gallons tar oil	60	per gallon.
5 pounds antimony	30	per pound.
300 pounds beeswax	30	do
400 bricks, Bath	4	each.
100 bricks, fine	6	do
5 bellows, smiths', 30 inches	8 00	do
100 brooms, hickory	10	do
800 brooms, corn	20	do
80 pounds refined borax	30	per pound.
500 pounds black lead	6	do
50 pounds chalk, white	1	do
5 pounds chalk, red	4	do
20 pounds cord, window	50	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	John Wendell—Continued.	10 pounds cord, blind..... 12 calls, silver..... 50 bushels charcoal..... 100 chimneys, lamp..... 40 skeins catgut, large size..... 5 skeins catgut, small size..... 10 pounds copperas..... 1 barrel clay, fire..... 5 pounds cotton batting..... 1,000 pounds cotton, spun..... 1,000 pounds cotton, waste, whipping stuff..... 200 pounds cotton, packing..... 5 pound crocus martus..... 5 pounds cane binding..... 42 pounds cane seating..... 3 drums, bass..... 4 drums, tenor..... 4 drum heads, bass..... 26 drum heads, tenor..... 6 drum snares..... 5 pounds emery flour..... 90 pounds emery, assorted..... 3 reams emery cloth..... 1 ream emery paper..... 1 bundle flags, coopers'..... 50 square yards felt..... 4 glasses, 60"..... 6 glasses, 30"..... 6 grindstones, 120 pounds each, mounted..... 125 pounds glue.....	\$0 40 per pound. 3 00 each. 25 per bushel. 5 each. 12 do 10 do 3 per pound. 1 50 per barrel. 12 per pound. 13 do 12 do 18 do 12 do 50 do 50 do 10 00 each. 5 00 do 2 50 do 1 do 1 00 do 12 per pound. 12 do 5 00 per ream. 4 00 do 1 00 per bundle. 50 per sq. yard. 1 00 each. 1 00 do 5 00 do 22 per pound.	Brooklyn.

30 sheets horn for lanterns	6 each.
12 hooks, fish, assorted	1 00 per 100.
5 sets hoops, truss, wood	3 00 per set.
600 inches hoops, mast, hickory	1 per inch.
3 hydrometers	1 50 each.
5 leads, Ericson's or Ogden's	25 00 do
3 logs, Massey's	10 00 do
30 lines, chalk, 80 to 100 feet each	1 00 do
50 lines, fishing	30 do
12 lines, measuring, metallic, 75 to 100 feet	5 do
10 gross lampwick, wove	1 00 per gross.
100 pounds lampwick, yarn	10 per pound.
5 lamps, with reflectors, small size	3 00 each.
5 barrels lime, of 200 pounds each	2 00 per barrel.
20 jars chloride of lime, in 20 pound jars	2 25 each.
50 lanterns, globe, with guards, &c., complete	4 00 do
24 lamp-screws, with double tubes	5 do
20 sheets mica	5 do
100 pounds mercury, in flasks	30 per pound.
2 mills, paint, iron	10 00 each.
100 needles, sail	5 00 per 100.
100 needles, roping	6 00 do
10 oil stones	7 each.
5 pumps, wood	1 00 do
50 preservers, life	2 50 do
200 pounds pot ash	10 do
100 palms, mounted, sewing	50 do
75 palms, mounted, roping	60 do
150 pounds rubber, sheet, packing	55 per pound.
150 pounds rubber, per pattern	55 do
30 pounds sal ammoniac	10 do
3 reams sand paper, assorted	2 00 per ream.
1 paint stone and muller	2 00 per set.
10 pounds stone, rotten, lump	6 per pound.
10 pounds sulphur, flour of	15 do
50 pounds soapstone, pulverized	10 do
3 seines of tanned flax, 80 fathoms, with bag, &c., complete	70 00 each.
70 pounds thrumbs	25 per pound.
8 thermometers	1 00 each.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.	
1856. July 29	1857. June 30	John Wendell—Continued.	1,000 pounds yarn packing..... 20,000 yellow pine deck plugs, $\frac{1}{4}$ to $\frac{1}{2}$ inch..... 15,000 white pine deck plugs, $\frac{1}{4}$ to 1 inch..... 10,000 white oak plugs, $\frac{1}{2}$ to 1 $\frac{1}{2}$ inch..... 5 rolls tarred sheathing paper, estimated to weigh 250 lbs. 1,000 pounds wrought iron nails, from 6-penny to 30-penny..... 100 pounds clout nails, $\frac{1}{2}$ to 2 inches..... 4,500 pounds iron cut nails, from 4-penny to 40-penny..... 3,000 pounds wrought iron spikes, from 4 to 6 inches..... 3,000 pounds wrought iron spikes, from 6 $\frac{1}{2}$ to 10 inches..... 100 pounds refined borax..... 100 pounds white chalk..... 8,000 Nos. American made crucibles, best..... 100 pounds glue..... 50 pounds gum shellac..... 100 pounds sulphuric acid..... 100 pounds muriatic acid..... 200 pounds sperm candles..... 60 pounds regulus of antimony..... 20 gallons spirits of wine..... 40 gallons molasses..... 2 dozen brass wire sieves, No. 8..... do do do 4..... 2 dozen very best quality moulders' shovels..... 4,000 pounds wrought iron spikes, from 4 to 6 inches long..... 2,000 do do 6 $\frac{1}{2}$ to 9 do..... 200 do boat nails, 4-penny to 20-penny..... 180 do clout nails, $\frac{1}{2}$ to 1 $\frac{1}{2}$ inch..... 5,000 pounds iron cut nails, from 4-penny to 40-penny..... 200 pounds iron cut finishing nails, 1 to 2 inches.....	\$0 18 per pound. 2 00 per M. 2 00 do 2 00 do 5 per pound. 5 do 6 do 4 do 5 do 5 do 33 do 1 do 2 per No. 22 per pound. 16 do 2 do 2 do 50 do 30 do 55 per gallon. 50 do 9 00 per dozen. 4 00 do 10 00 do 5 per pound. 4 $\frac{1}{2}$ do 10 do 10 do 4 do 5 do	Washington.	Gosport.

20,000 pounds pure dry white lead.....	8	do
6,000 pounds white zinc paint, in oil.....	8	do
4,000 pounds red lead, dry.....	8	do
1,200 pounds lamp-black.....	4	do
2,000 pounds French yellow ochre.....	3	do
50 pounds gum shellac.....	16	do
200 pounds gum demar.....	25	do
3,000 gallons linseed oil, raw.....	75	per gallon.
600 gallons spirits turpentine.....	45	do
12 gallons spirits of wine, 95 per cent. proof.....	75	do
16 gallons zinc drying oil.....	1 00	do
1,600 pounds rigging leather, sides not less than 10 lbs....	40	per pound.
250.....do.....bellows.....do.....do.....6.....do.....	40	do
500 pounds oil tanned leather.....	20	do
180 pounds dressed raw hides, not less than 18 lbs each....	10	do
45 pieces 18-inch red bunting.....	7 00	per piece.
30.....do.....blue.....do.....	25	do
40.....do.....white.....do.....	7 00	do
4.....do.....black.....do.....	5 00	do
10.....do.....green.....do.....	5 00	do
10.....do.....yellow.....do.....	5 00	do
100 yards white muslin, $\frac{3}{8}$ yard wide.....	6	per yard.
50.....do.....blue.....do..... $\frac{3}{8}$.....do.....	6	do
100.....do.....black.....do..... $\frac{3}{8}$.....do.....	5	do
20 yards blue nankeen.....	10	do
400 yards Russia sheeting.....	2	do
40 yards green baize.....	10	do
100 yards fearnought.....	20	do
500 yards blue worsted finding.....	1	do
40 yards black linen osnaburgs.....	1	do
10 pounds white linen thread.....	20	per pound.
10.....do.....blue.....do.....	20	do
20.....do.....black.....do.....	20	do
10.....do.....red.....do.....	30	do
10.....do.....shoe.....do.....	10	do
200 pounds curled hair.....	10	do
60 spools sewing cotton.....	1	per spool.
10 papers sewing needles.....	1	per paper.
60 gross black tufting buttons.....	25	per gross.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	John Wendell—Continued.	2,400 gallons winter strained sperm oil..... 400 gallons fish oil..... 200 pounds castile soap..... 6,000 pounds pure tallow..... 800 pounds beeswax..... 200 bricks, Bath..... 2 bellows, smiths', 30 inches..... 1,000 pounds chalk, white..... 2 pounds chalk, red..... 20 pounds cord, window..... 100 bushels charcoal..... 40 skeins catgut, large size..... 2 barrels clay, fire..... 2,000 pounds cotton, spun..... 4 drums, bass..... 6 drums, tenor..... 12 drum-heads, bass..... 100 pounds emery flour..... 4 reams emery cloth..... 8 glasses, sand 60"..... 8 glasses, sand 30"..... 4 leads, Ogden's..... 4 lines, measuring metallic, 80 to 100 feet..... 100 barrels lime, of 200 pounds each..... 10 jars lime, chloride, in 20-pound jars..... 20 lanterns, globe, with guards, &c., complete, brass..... 100 sheets mica..... 4 mills paint iron..... 6 oil stones..... 200 pounds potash.....	\$1 90 per gallon. 75 do 15 per pound. 12 do 30 do 3 each. 8 00 do 1 per pound. 10 do 50 do 25 per bushel. 10 per skein. 3 00 per barrel. 5 per pound. 10 00 each. 1 00 do 1 do 12 per pound. 5 00 per ream. 50 each. 25 do 10 00 do 1 00 do 1 50 per barrel. 2 50 each. 4 00 do 1 do 2 00 do 1 00 do 10 per pound.	Gosport.

July 28 June 30 P. F. Schliecker-----

10 pounds sal ammoniac	5	do	
50 pounds sulphur.....	6	do	
2,000 pounds yarn packing.....	16	do	
½ ton lignumvitæ, 3 to 8 inches	15 00	per ton	Kittery.
¾..... do..... 8½ to 12 inches.....	35 00	do	
3..... do..... 12½ to 16 inches.....	45 00	do	
25 barrels thin tar, each containing not less than 30 gallons.....	2 75	per barrel.	
30 barrels pitch, each containing not less than 300 pounds.....	2 80	do	
4 barrels No. 1 rosin..... do..... do.....	4 00	do	
25 barrels soft clear turpentine, containing not less than 230 pounds.....	3 75	do	
1 barrel coal tar, containing not less than 30 gallons.....	3 00	do	
30 gallons tar oil.....	49	per gallon.	
4 tons lignumvitæ, 3 to 5 inches	15 00	per ton.	Brooklyn.
6..... do..... 5½ to 8 inches	18 00	do	
7..... do..... 8½ to 12 inches.....	25 00	do	
4..... do..... 12½ to 16 inches.....	30 00	do	
2..... do..... 16½ to 18 inches	35 00	do	
1..... do..... 3 to 5 inches.....	15 00	do	Philadelphia.
3..... do..... 5½ to 8 inches.....	18 00	do	
2..... do..... 8½ to 12 inches	22 50	do	
2..... do..... 12½ to 16 inches.....	39 00	do	
1,400 pounds rigging leather, sides not less than 10 lbs.....	37	per pound.	
200 pounds pump..... do..... do..... 25 lbs.....	33	do	
300 pounds bellows..... do..... do..... 6 lbs.....	39	do	
6 barrels thin tar, each containing not less than 30 gallons.....	2 75	per barrel.	Washington.
6 barrels pitch..... do..... do..... 300 pounds.....	2 60	do	
2 barrels No. 1 rosin..... do..... do..... 300 pounds.....	4 00	do	
2 barrels coal tar..... do..... do..... 30 gallons.....	3 00	do	
100 barrels pitch..... do..... do..... 300 pounds.....	2 50	do	Gosport.
25 barrels No. 1 rosin..... do..... do..... 300 pounds.....	4 25	do	
30 barrels soft clear turpentine	4 00	do	
400 gallons tar oil.....	40	per gallon.	
1,000 feet leading hose, in 25 feet lengths	80	per foot.	
100 feet suction hose, in 6 feet lengths.....	32	do	
30 barrels thin tar, each containing not less than 30 gallons.....	2 50	per barrel.	Philadelphia.
70 barrels pitch..... do..... do..... 300 pounds.....	2 25	do	
10 barrels No. 1 rosin..... do..... do..... 300 pounds.....	3 12	do	
10 barrels soft clear turpentine..... do..... 230 pounds.....	3 87	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856.	1857.				
July 28	June 30	P. F. Schliecker.....	2 barrels coal tar, each containing not less than 30 gallons.	\$2 50 per barrel.	Philadelphia. Gosport.
July 29	June 30	Allyn, Rose & Capps.....	4 adzes, carpenters', handled	2 00 each.	
			4 adzes, coopers', handled	2 25 do	
			4 brace and bitts, wood, complete, 48 bitts.....	3 50 per set.	
			4 balances, spring, to weigh 25 pounds.....	1 00 each.	
			4.....do.....do.....50 pounds.....	1 00 do	
			1 dozen compasses, carpenters'	2 00 per dozen.	
			1.....do.....armorers'.....	3 00 do	
			4 crows, coopers'.....	2 00 each.	
			40 cranks and segments for bell, brass.....	20 do	
			4 sets dish covers, planished, 12 in a set	20 00 per set.	
			4.....do.....do.....8.....do.....	15 00 do	
			50 dozen escutcheons, thread, brass, assorted.....	6 do	
			2 dozen files, whip-saw, 6 to 8 inches	1 00 do	
			6.....do.....hand-saw, 5 to 6 inches	1 25 do	
			2.....do.....cross-cut, 6 to 10 inches.....	3 00 do	
			4.....do.....rat-tail, 5 to 10 inches.....	3 00 do	
			10.....do.....flat bastard, 8 to 14 inches.....	6 00 do	
			12.....do.....fine flat, 8 to 12 inches, safe edge	4 00 do	
			12.....do.....half-round, 8 to 14 inches	4 00 do	
			4.....do.....round bastard, 8 to 14 inches.....	4 00 do	
			8 felters, diaphragm.....	10 00 each.	
			2 dozen gauges, carpenters'.....	1 50 per dozen.	
			6 dozen gimleta, nail, assorted	50 do	
			6 gridirons	75 each.	
			6 griddles	50 do	
			12 hammers, claw, handled	1 00 do	
			4 hammers, tinnerns, handled	1 50 do	
			200 pair hinges, brass butt, shifting pins, 4 by 3 inches.....	50 per pair.	
			250.....do.....do.....stationary, 3½ by 2½ inches.....	40 do	

200..... do..... do..... do..... 3 by 1½ inches.....	25	do
70..... do..... do..... do..... 1½ to open 2½ inches.....	25	do
500..... do..... do..... do..... 2 by 1 inch.....	12½	do
6 dozen coat and hat hooks, brass.....	3 00	per dozen.
6 kettles, iron, tea.....	75	each.
10 kettles, copper, tea.....	3 50	do
4 kettles, fish.....	4 00	do
20 dozen locks, brass mortise, 3½ by 5 inches, in thickness ½ inch, brass keys, white porcelain knobs, furniture plated, complete, right and left.....	10 00	per dozen.
12 dozen locks, brass, drawer, 2 by 2½ inches.....	5 00	do
4..... do..... chest, 3 by 4 inches.....	6 00	do
6..... do..... pad, 2½ by 3 inches.....	10 00	do
40..... do..... iron, drawer, 2 by 2¾ inches.....	1 25	do
10..... do..... closet, dead, 2½ by 4 inches, right and left.....	4 00	do
25..... do..... pad, dead, 2½ to 3 inches.....	4 00	do
4 pans, frying.....	50	each.
10 pans, stew.....	1 00	do
6 pans, bake.....	50	do
4 pots, iron.....	3 00	do
4 sets, poker, shovel and tongs.....	1 50	per set.
24 pulleys, sash, brass face, 4 inches.....	25	each.
100 rings, brass, flush, 1 to 1½ inch.....	15	do
100 rings, brass, screw.....	5	do
200 pounds rivets, cooper's, assorted.....	25	per pound.
6 saws, hack, with frame.....	3 00	each.
4 saws, pannel, 14 to 20 inches.....	50	do
4 screws, bench.....	1 00	do
100 shovels, coal, steel.....	75	do
40 spades.....	80	do
50 thousand tacks, iron, gimp.....	10	per M.
500..... do..... do..... cut.....	12	do
50..... do..... do..... tinned.....	10	do
300 pounds tacks, copper, cut.....	50	per pound.
50 pounds brads, copper, cut.....	50	do
4 waffle irons.....	1 00	each.
4 water closet basins, china.....	3 00	do
6 wrenches, pall.....	3 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	Allyn, Rose & Co. Cont'd.	2 stakes, edging, tanners	\$5 00 each.....	Gosport.
			350 whitewash brushes.....	40 do	
			12 painters' dusting brushes.....	75 do	
			50 paint brushes 000.....	50 do	
			60 do 0000.....	1 00 do	
			60 do 00000.....	1 00 do	
			50 do 000000.....	75 do	
			20 sash-tool brushes, assorted.....	1 00 do	
			40 camels' hair brushes, assorted.....	12½ do	
July 29	June 30	Thompson & Audesluy.....	25 tons No. 1, American, charcoal pig-iron, (ton of 2,240 lbs.)	33 50 per ton.....		Brooklyn.
			25 tons No. 2 do do do.....	32 00 do	
			40 tons No. 1 do do do.....	33 00 do.....	Washington.
July 29	June 30	Horton, Hall & Co.....	75,000 pounds round iron, from 3-16 to 2½ inches.....	3¼ per pound..	Charlestown.
			25,000 do 2½ to 3 inches.....	2¾ do	
			10,000 do 3¼ to 5½ inches.....	2¾ do	
			15,000 pounds square iron, from ½ to 2 inches.....	3¼ do	
			10,000 do 2½ to 5½ inches.....	3 do	
			30,000 pounds flat iron, ¼ to 1-inch thick, from 1½ to 9 inches wide.....	3¾ do	
			15,000 pounds flat iron, 1½ to 2 inches thick, from 4 to 10 inches wide.....	3½ do	
			1,000 pounds hoop iron, 1-16 to ½-inch thick, 1 to 2¼ inches wide.....	3 do	
			1,000 pounds thimble iron, 3-16 to 5-16-inch thick, ½ to 2½ inches wide.....	3 do	
			4,000 pounds boiler plate, from 3-16 to 5-16-inch thick.....	4½ do	
			2,000 pounds boiler plate, from 7-16 to 12-16-inch thick.....	4½ do	
			500 pounds boiler rivets, ½-inch and over.....	3 do	
			1,000 pounds sheet-iron, No. 15 to 25.....	2 do	
			1,000 pounds Russia sheet-iron, No. 18 to 24.....	6 do	

500 pounds cast-steel, $\frac{3}{4}$ to 2 inches square.....	5	do
500 pounds octagon steel, $\frac{3}{4}$ to $1\frac{1}{2}$ -inch square.....	5	do
200 pounds German steel.....	5	do
500 pounds blister steel.....	4	do
1,000 pounds Russia nail-rods.....	6	do
1,000 pounds Russia spike-rods.....	3	do
5,000 pounds wrought-iron spikes, 4 to 6 inches long.....	4 $\frac{1}{2}$	do
5,000 pounds wrought-iron spikes, 6 $\frac{1}{2}$ to 9 inches long.....	5 $\frac{1}{2}$	do
500 pounds wrought-iron nails, 6-penny to 30-penny.....	3	do
300 pounds wrought-iron boat nails, 4-penny to 20-penny.....	3	do
300 pounds wrought-iron sheathing nails, 2 to 3 inches.....	3	do
75 pounds wrought-iron clout nails, $\frac{1}{2}$ to $1\frac{1}{4}$ -inch.....	12	do
5,000 pounds iron cut-nails, 4-penny to 40-penny.....	4 $\frac{1}{2}$	do
500 pounds iron finishing nails, 1 to 2 inches.....	3	do
500 pounds iron cut brad-head nails, 4-penny to 10-penny.....	2	do
3,000 pounds drawn lead-pipe, $\frac{1}{2}$ to $2\frac{1}{2}$ inches diameter.....	9	do
2,000 pounds pig lead.....	3	do
7,000 pounds pig zinc.....	7	do
1,000 pounds sheet zinc.....	6	do
4,000 pounds banca tin.....	35	do
100 pounds braziers' solder.....	20	do
5 boxes IX tin plate.....	12 00	per box.
5 boxes SD tin plate.....	12 00	do
2 boxes XX tin plate.....	13 50	do
6 carpenters' adzes, handled.....	1 50	each.
2 hollow adzes, handled.....	1 00	do
2 coopers' axes, handled.....	1 50	do
6 broad axes, handled.....	1 75	do
2 coopers' axes, handled.....	1 00	do
24 wood axes, handled.....	1 00	do
36 augers, ship, patent estimated at 238 eighths.....	2	per eighth.
2 dozen awls, brad, handled.....	36	per dozen.
1 .....do..... wire, handled.....	36	do
2 .....do..... shoemakers', handled.....	36	do
1 anvil, estimated at 140 pounds.....	7	per pound.
50 pounds burrs, copper, assorted.....	20	do
3 braces and bits, wood, complete, (48 bits).....	5 00	per set.
3 .....do..... iron, complete, (20 bits).....	3 00	do
8 dozen brass buttons, plate.....	75	per dozen.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	Horton, Hale & Co.—Cont'd	8 dozen brass buttons, plain, 1½ to 2 inches 2 dozen bolts, flush, brass, 6 by 1¼-inch 2.....do.....do.....4 by 1-inch 2.....do.....do.....2½ by ¾-inch 2 dozen bolts, barrel, brass, 4 to 6 inches..... 2 spring balances, to weigh 25 pounds..... 2.....do.....do.....50 pounds..... 100 pounds brass, sheet, assorted..... 1 dozen carpenters' compasses..... ½ dozen armorers' compasses 2 dozen firmer chisels, handled 2 dozen socket chisels, handled 3 sets casters, fixed wheel, brass, 1½-inch..... 3.....do.....socket, brass, 1¾ inch..... 1 coopers' crow..... 36 candlesticks, fitted with tin lamps 2 sets dies, letters and figures, ¾-inch 2 glaziers' diamonds 12 dozen escutheons, thread, brass 4 dozen files, whip-saw, 6 to 8 inches..... 12....do....hand-saw, 5 to 6 inches..... 6....do....cross-cut, 6 to 10 inches..... 2....do....rat-tail, 5 to 10 inches..... 4....do....flat bastard, 8 to 14 inches..... 4....do....flat fine, 8 to 12 inches..... 4....do....four-sided, 8 to 14 inches 4....do....half-round, 8 to 14 inches..... 4....do....half-round bastard, 8 to 14 inches..... 1 forge, portable, (complete) smiths'..... 1 filter, diaphragm.....	\$0 10 per dozen,-- 50 do 50 do 33 do 6 00 do 10 each. 1 25 do 34 per pound. 1 75 per dozen. 7 50 do 4 00 do 6 00 do 10 per set. 75 do 1 75 each. 2 do 10 00 per set. 4 00 each 3 per dozen. 2 50 do 1 50 do 1 00 do 1 00 do 1 25 do 1 25 do 1 25 do 1 25 do 1 25 do 1 25 do 30 00 each. 7 50 do	Charlestown.

1 dozen carpenters' gauges	4 00	per dozen.
2 dozen nail gimlets.....	50	do
2 dozen spike gimlets.....	75	do
2 dozen gouges, firmer, handled, assorted.....	5 00	do
2 dozen gouges, socket..... do.....	4 00	do
12 gridirons.....	1 00	each.
12 griddles.....	1 00	do
50 claw hammers, handled.....	50	do
24 riveting hammers, handled.....	50	do
12 tinners' hammers, handled.....	1 00	do
12 hand hammers, handled.....	1 00	do
6 wrench hammers, handled.....	2 25	do
6 coopers' hammers, handled.....	25	do
4 dozen hooks and eyes, for furniture.....	18	per dozen.
48 pair hinges, brass butt, shifting pins, 4½ by 2½ inches...	25	per pair.
48 pair hinges, brass butt, shifting pins, 4½ by 4½ inches...	1 00	per pair.
72..... do..... do..... 4 by 4 inches.....	1 50	do
48..... do..... do..... 4 by 2 inches.....	25	do
72..... do..... 3½ by 3¼ inches.....	75	do
72..... do..... 3½ by 1¾ inches.....	25	do
36..... do..... 3 by 1½ inches.....	25	do
36..... do..... 2½ by 1½ inches.....	20	do
72..... do..... 2 by 1 inch.....	15	do
48 pair hinges, iron butt, 2 by 1½, to 4 by 3 inches.....	12	do
12..... do..... iron, chest strap, 12 to 16 inches.....	1 00	do
48 hooks, cabin door, brass, 3 to 6 inches.....	37	each.
72 hooks, coat and hat, brass.....	3	do
72 hooks, pantry, brass, 1 to 2½ inches.....	1	do
6 hatchets, with handles, a-sorted.....	75	do
24 pair hasps, joint chest and staple, brass.....	25	per pair.
24..... do..... do..... iron.....	50	do
3 beck iron.....	7 00	each.
6 drawing-knives, 12 to 16 inches.....	83	do
6..... do..... cooper's.....	1 00	do
1 rounding-knife.....	1 25	do
3 hallow-knives.....	1 25	do
4 dozen brass knobs, ¾ to ¾ inch.....	20	per dozen.
4 dozen white porcelain knobs, ¾ to 2 inches.....	50	do
6 kettles, glue, copper, 1 to 3 quarts.....	50	each.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	Horton, Hall & Co.—Cont'd.	12 kettles, iron, tea..... 12 kettles, copper, tea..... 2 kettles, fish..... 12 dozen keys, extra iron and brass, assorted..... 5 dozen locks, brass mortise, 3½ by 5 inches, in thickness ¾ inch, brass keys, white porcelain knobs, furniture plated, complete, right and left..... 2 dozen brass upright rim-locks, knobs, 3½ to 6 inches, furniture, complete..... 4 dozen locks, dead, 3½ by 6 inches, brass..... 5.....do.....drawer, 2 by 2¾.....do..... 6.....do.....chest, 3 by 4.....do..... 3.....do.....closet, 2½ by 4.....do.....right and left..... 3.....do.....do.....1¾ by 3.....do.....do..... 1.....do.....book-case, 2 by 2.....do..... 3.....do.....desk, 3½.....do..... 4.....do.....pad, 2½ to 3.....do..... 2.....do.....iron, dead, 3½ by 5 inches..... 2.....do.....iron, chest, 3 by 4 inches..... 4.....do.....iron, drawer, 2 by 2¾ inches..... 2.....do.....iron, closet, 2½ by 4 inches, right and left..... 6.....do.....iron, pad, 2½ to 3 inches..... 8 pitch ladles..... 4 grooving planes, width of iron from ¼ to 1 inch..... 6 smoothing planes.....do.....1¾ to 2 inches..... 4 long jointer planes.....do.....2½ inches..... 6 short jointer planes.....do.....2½ inches..... 2 cooper's long jointer planes..... 2 cooper's short jointer planes..... 2 cooper's block planes.....	\$1 25 each..... 6 00 do..... 2 25 do..... 75 per dozen..... 18 00 do..... 1 50 do..... 1 50 do..... 3 00 do..... 5 50 do..... 1 00 do..... 1 00 do..... 1 00 do..... 10 00 do..... 1 00 do..... 1 50 do..... 2 00 do..... 1 00 do..... 2 50 do..... 1 50 each..... 50 do..... 75 do..... 1 10 do..... 1 10 do..... 2 25 do..... 1 00 do..... 1 00 do.....	Charlestown.

6 planes, jack, width of iron, 1½ to 2 inches.....	75	do
5 planes, beading....do....¼ to ¾ inch.....	40	do
5 planes, moulding....do....¼ to ¾ inch.....	50	do
2 planes, plough, with 8 bits.....	4 00	do
2 planes, match, for ¾ and ⅞ boards.....	1 75	do
4 pincers.....	25	do
4 plyers.....	12	do
12 pans, frying.....	62	do
12 pans, stew.....	1 00	do
12 pans, bake.....	75	do
2 pots, iron.....	1 50	do
4 sets poker, shovel, and tongs.....	3 00	per set.
12 pulleys, sash, brass face, 4 inches.....	6	each.
5 dozen brass flush rings, 1 to 1½ inches.....	50	per dozen.
2.....do.....screw rings.....	25	do
12 rules, 2 feet, double and single jointed.....	50	each.
12 rasps, wood, assorted.....	25	do
50 pounds rivets, sheave, 1-inch.....	3	per pound.
50.....do.....do.....1½-inch.....	3	do
50.....do.....do.....1½-inch.....	3	do
50.....do.....do.....1½-inch.....	3	do
50.....do.....do.....3¼-inch, ⅝ wire.....	3	do
50.....do.....copper, boat, assorted.....	50	do
12 saws, hand, 2 feet 2 inches.....	1 25	each.
3 saws, whip, tiller and box fitted.....	1 25	do
3 saws, cross-cut, 4 to 6 feet long.....	3 75	do
12 saws, wood.....	75	do
6 saws, sash, 10 to 20 inches.....	1 25	do
12 saws, hack, with frame.....	75	do
6 saws, panel, 14 to 20 inches.....	50	do
6 saws, compass, 10 to 15 inches.....	50	do
6 saws, keyhole and pad, 6 to 12 inches.....	23	do
6 saws, tenon, 16 inches.....	25	do
6 saws, dovetail, 10 inches.....	25	do
6 screwdrivers, handled.....	25	do
3 steelyards, to weigh 250 pounds.....	1 00	do
2 screw-jacks, 2½ to 3 feet, equal to Ballard's.....	30 00	do
50 gross screws, brass, gimblet point, Nos. 4 to 24.....	1 00	per gross.
50.....do.....iron.....do.....Nos. 3 to 34.....	25	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1827. June 30	Horton, Hall & Co.—Cont'd.	6 spoke-shaves 2 brass squares 24 shovels, coal, steel 50 scrapers, ship, handled, steel blades 24 sash springs 2 shears, bench, tinner's 2 shears, hard do 2 shears, sheep 2 stakes, iron 2 stakes, edging, tinner's 2 stakes, planishing 4 screw sets, plate and taps, large size 50,000 sprigs, iron, assorted 25,000 tacks, iron, gimp 50,000 tacks, iron, cut 25,000 tacks, iron, tinned 75 pounds tacks, copper, cut 12 table hasps, brass, 3 by 3 inches 12 table hasps, brass, 2½ by 2½ inches 12 table fastenings, brass, 2½ by 2½ inches 3 vices, bench, jaws 3¼ to 5½ inches, estimated to weigh 150 pounds 3 vices, hand 200 pounds wire, brass 100 pounds wire, copper 500 pounds wire, iron 2 waffle irons 6 water closet basins 12 wrenches, pall 12 wrenches, screw	\$0 33 each 5 00 do 1 50 do 33 do 10 do 7 50 do 4 00 do 1 00 do 75 do 7 50 do 12 00 do 20 00 per set 20 per M. 2 do 10 do 2 do 50 per pound 6 each 6 do 6 do 15 per pound 50 each 6 per pound 30 do 3 do 1 00 each 4 00 do 9 00 do 50 do	Charlestown.

6 wrenches, stock	7 00	do
8,000 pounds white lead, pure dry	6½	per pound.
6,000 pounds white lead, in oil, in 25 and 50 pound kegs....	9	do
1,000 pounds black paint, in 25 and 50 pound kegs	3	do
4,000 pounds white zinc paint, in oil	9	do
2,000 pounds red lead, dry	8	do
600 pounds litharge	4½	do
3,500 pounds whiting	1½	do
600 pounds lamp black	3	do
800 pounds French yellow ochre	2½	do
50 pounds Turkey umber	8	do
10 pounds terra de sienna	25	do
30 pounds China yellow	5	do
150 pounds chrome green	25	do
300 pound Venitian red, dry	2	do
30 pounds Chinese vermilion	25	do
3 pounds Prussian blue	17	do
35 pounds pumice stone	10	do
175 pounds gum shellac	17	do
1,500 gallons linseed oil, raw, (English)	90	per gallon.
400 gallons spirits turpentine	35	do
30 gallons spirits wine, 95 per cent. proof	90	do
30 gallons copal varnish	2 75	do
12 gallons Japan varnish	1 00	do
25 gallons white demar varnish	1 50	do
75 pounds flax whipping twine	35	per pound.
50 pounds flax seine twine	31	do
500 pounds cotton twine, 5 and 6-thread	28	do
200 pounds cotton twine, 7 and 8-thread	22	do
120 lights, 6 by 8 inches, double thick crown glass	3½	per light.
300 lights, 7 by 9 inches, double thick crown glass	3½	do
600 lights, 8 by 10 inches, double thick crown glass	6	do
200 lights, 9 by 12 inches, double thick crown glass	10	do
300 lights, 10 by 12 inches, double thick crown glass	12	do
400 lights, 10 by 14 inches, double thick crown glass	15	do
80 lights, 11 by 16 inches, double thick crown glass	16	do
80 lights, 12 by 14 inches, double thick crown glass	25	do
80 lights, 12 by 16 inches, double thick crown glass	25	do
200 lights, 12 by 18 inches, double thick crown glass	25	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yard where deliverable.
1856. July 29	1857. June 30	Horton, Hall & Co.—Cont'd.	40 lights, 14 by 20 inches, double thick crown glass..... 45 lights, 10 by 27 inches, double thick crown glass..... 25 straight deck lights, 10 by 3 inches..... 20 magazine glasses, 12 inches diameter, 1½ inch thick.... 20 magazine glasses, 10 inches diameter, 1¼ inch thick.... 50 air port glasses, 7 inches in diameter 1½ inch thick.... 1,000 pounds rigging leather, sides not less than 10 pounds... 500 pounds pump leather, sides not less than 25 pounds... 200 pounds bellows leather, sides not less than 6 pounds... 10 pounds buff leather..... 100 pounds oil tanned leather..... 100 pounds dressed raw hides, not less than 18 pounds.... 20,000 pounds ox hides for rope, of largest size, flesh and hair removed..... 500 feet leading hose, in 25 feet lengths..... 150 feet suction hose, in 6 feet lengths..... 100 clamp brushes..... 100 hand scrubbing brushes..... 150 whitewash brushes..... 20 hand dusting brushes..... 20 painters' dusting brushes..... 50 long handled tar brushes..... 50 short handled tar brushes..... 20 varnish brushes..... 25 paint brushes, 000..... 25 paint brushes, 0000..... 25 paint brushes, 00000..... 25 paint brushes, 000000..... 50 sash tool brushes, assorted..... 10 camel's hair brushes.....	\$0 25 per light. 25 do 1 00 each. 5 00 do 5 00 do 1 75 do 30 per pound. 21 do 40 do 20 do 10 do 10 do 7½ do 85 per foot. 85 do 20 each. 20 do 1 00 do 10 do 50 do 13 do 33 do 15 do 67 do 67 do 67 do 67 do 15 do 2 do	Charlestown.

2 pounds bristles	6 00 per pound.
10 pieces 18-inch red bunting	7 00 per piece.
5 pieces 12..... do	3 00 do
5 pieces 9..... do	3 00 do
5 pieces 4½..... do	1 00 do
5 pieces 18-inch blue bunting	6 50 do
5 pieces 12..... do	3 00 do
5 pieces 9..... do	3 00 do
5 pieces 4½..... do	1 00 do
10 pieces 18-inch white bunting	6 00 do
5 pieces 12..... do	3 00 do
5 pieces 9..... do	3 00 do
5 pieces 4½..... do	1 00 do
5 pieces 18-inch green bunting	6 50 do
5 pieces 18-inch yellow bunting	6 50 do
60 yards white muslin, ⅜ yard wide	15 per yard,
30 yards blue muslin, ⅜ yard wide	2 do
150 yards Russia sheeting	2 do
10 yards broad cloth	3 00 do
25 yards black cotton velvet	33 do
12 yards hair cloth, 24 inches wide	25 do
100 yards blue worsted binding	10 do
100 yards red worsted binding	10 do
100 yards black worsted binding	1 do
20 pounds white linen thread	1 25 per pound.
20 pounds blue linen thread	1 25 do
20 pounds shoe thread	50 do
50 pounds white curled hair	40 do
100 spools sewing cotton	4 per spool.
50 papers sewing needles	4 per paper.
200 barrels thin tar, each containing not less than 30 galls. ..	2 25 per barrel.
20 barrels pitch..... do..... do..... 300 lbs. ..	3 00 do
20 barrels No. 1 rosin..... do..... do..... 300 do ..	2 00 do
20 barrels soft clear turpentine..... do..... 280 do ..	4 00 do
10 barrels coal tar..... do..... 30 galls. ..	1 00 do
60 gallons tar oil	75 per gallon.
800 gallons winter-strained sperm oil	1 90 do
30 gallons neatsfoot oil	10 do
80 gallons whale oil	85 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 29	1857. June 30	Horton, Hall & Co.—Cont'd	500 pounds hard brown soap..... 50 pounds Castile soap..... 800 pounds pure tallow..... 1 barrel soft soap..... 200 pounds beeswax..... 200 Bath bricks..... 500 fire bricks..... 2 smiths' bellows, 30-inches..... 240 hickory brooms..... 240 corn brooms..... 10 pounds refined borax..... 100 pounds black lead..... 6 silver calls..... 20 bushels charcoal..... 50 lamp chimneys..... 12 skeins catgut, large..... 6 skeins catgut, small..... 1 barrel fire clay..... 100 pounds cotton batting..... 50 pounds cotton packing..... 10 pounds crocus martis..... 1 bass drum..... 2 tenor drums..... 6 bass drumheads..... 6 tenor drumheads..... 6 drum snares..... 10 pounds flour emery..... 2 reams emery cloth..... 2 reams emery paper..... 3 60-second sand glasses.....	\$0 8 per pound... 5 do 12 do 1 00 per barrel. 40 per pound. 5 each. 6 do 8 00 do 17 do 25 do 35 per pound. 6 do 4 50 each. 17 per bushel. 10 each. 25 skein. 25 do 1 50 per barrel. 4 per pound. 20 do 13 do 21 00 each. 7 00 do 2 50 do 2 00 do 25 do 10 per pound. 10 00 per ream. 1 00 do 1 00 each.	Charlestown.

2 30-second sand glasses.....	1 00	do	
2 grindstones, mounted, 120 pounds each.....	3 00	do	
100 pounds glue.....	20	per pound.	
100 sheets horn, for lanterns.....	2	each.	
100 fishing hooks.....	1	do	
2 sets truss hoops.....	1 00	per set.	
2 Ogden's leads, or Erricson's.....	25 00	each.	
2 Massey's logs.....	20 00	do	
24 chalk lines, 80 to 100 feet each.....	6	do	
100 fishing lines.....	25	do	
3 measuring lines, metallic, 80 to 100 feet.....	1 30	do	
12 gross lampwick, wove.....	75	per gross.	
100 pounds lampwick, yarn.....	25	per pound.	
5 barrels lime, of 200 pounds each.....	1 00	per barrel.	
10 jars chloride lime.....	1 00	each.	
24 globe lanterns, with guards and lamps, brass.....	25	do	
24 lamps, with reflectors and chimneys, small.....	1 25	do	
24 lamp screws, with double tubes.....	10	do	
300 sheets mica.....	12	per sheet.	
50 pounds mercury, in flasks.....	70	per pound.	
500 yards gunny cloth.....	3	per yard.	
1 iron paint mill.....	10 00	each.	
500 sail needles.....	1	per 100.	
100 roping needles.....	3	do	
2 oil stones.....	25	each.	
12 wood pumps.....	25	do	
50 life-preservers.....	3 00	do	
20 mounted palms, sewing.....	6	do	
20 mounted palms, roping.....	6	do	
100 pounds rubber, sheet packing.....	45	per pound.	
10 pounds sal ammoniac.....	25	do	
2 sets paint stones and muller.....	1 50	per set.	
10 pounds lump rotten-stone.....	10	per pound.	
50 pounds flour of sulphur.....	10	do	
50 pounds pulverized soapstone.....	2	do	
50 pounds mop yarn.....	75	do	
300 pounds wrought-iron spikes, 4 to 6 inches long.....	7½	do.....	Philadelphia.
500 do do 6½ to 9 do.....	7½	do	
1,000 pounds wrought-iron nails, 6-penny to 30-penny.....	4½	do	

July 30 June 30 J. B. Baxter & Brother....

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 30	1857. June 30	J. B. Baxter & Bro.—Cont'd	150 pounds wrought-iron boat nails, 6-penny to 10-penny.....	\$0 14 per pound...	Philadelphia.
			300.....do.....do.....clout nails, $\frac{1}{2}$ to $1\frac{1}{2}$ -inch.....	15 do	
			3,000 pounds iron cut nails, 4-penny to 40-penny.....	4 $\frac{1}{2}$ do	
			800.....do.....do.....spikes, 4 to 8 inches.....	4 $\frac{1}{2}$ do	
			100.....do.....iron finishing nails, $\frac{1}{2}$ to 2 inches.....	10 do	
July 30	June 30	Colman & Kelton.....	150,000 pounds, $\frac{3}{4}$ inch thick, tank plate iron.....	5 do.....	Washington.
			30,000 pounds galley plate-iron, as ordered.....	5 do	
			15,000 pounds boiler rivets, from $\frac{1}{2}$ to $\frac{3}{4}$ inch in diameter, per sample.....	5 $\frac{1}{4}$ do	
			20,000 pounds bar iron for galleys, as ordered.....	4 do	
July 30	June 30	N. S. Bailey.....	200 pounds composition boat spikes, $1\frac{3}{4}$ to $3\frac{1}{2}$ inches.....	33 do.....	Brooklyn.
			100 pounds composition cocks, $\frac{3}{8}$ to $1\frac{1}{2}$ -inch.....	80 do	
			150.....do.....do..... $1\frac{1}{4}$ to $2\frac{1}{2}$ -inch.....	80 do	
			30 sets couplings and boxes, complete, for hand pumps, by sample.....	1 25 each.	
July 30	June 30	David Keener, agent B. C. S. Company.	400,000 pounds best quality American ingot copper.....	26 $\frac{1}{2}$ per pound..	Washington.
July 30	June 30	J. Lesley, jr.....	500 feet leading hose, in 25-foot lengths.....	74 $\frac{1}{2}$ per foot....	Brooklyn.
			90 feet suction hose, in 6-foot lengths.....	2 00 do	
			50 pounds composition cocks, finished complete, with couplings from $\frac{3}{8}$ to $1\frac{1}{2}$ -inch.....	75 per pound....	Philadelphia.
			5,000 pounds pig lead.....	7 do	
			3,000 pounds drawn lead-pipe, $\frac{1}{2}$ to $3\frac{1}{2}$ inches diameter.....	8 $\frac{1}{2}$ do	
			50 pounds pig zinc.....	10 do	
			800 pounds sheet zinc.....	9 $\frac{1}{2}$ do	
			500 pounds banca tin, blocks.....	37 do	
			38 pounds braziers' solder.....	35 do	
			3 boxes tin-plate xx, 14 by 20 inches.....	16 00 per box.	
			3 boxes tin-plate x, 14 by 20 inches.....	14 00 do	
			15 boxes tin-plate xx, 10 by 14 inches.....	15 00 do	

7 axes, broad.....	3 00	each.
2 axes, wood.....	1 00	do
50 augers, ship, patent, estimated at 400 eighths, assorted	8½	per eighth.
20 awls, brad handled.....	4	each.
3 awls, wire handled.....	8	do
5 dozen buttons, plate brass.....	75	per dozen.
7 dozen bolts, flush bulkhead, 5 by 2 inches.....	8 00	do
2 dozen bolts, flush bulkhead, 4 by ¾ inches.....	1 50	do
2 dozen barrel bolts, 4 by 6 inches.....	5 00	do
2 dozen neck bolts, 4 by 6 inches.....	5 50	do
3 dozen castors, socket, brass, 2 inches.....	2 25	do
2 dividers, brass, sailmakers'.....	50	each.
1 brand, ship's name.....	2 00	do
2 pounds escutcheon pins.....	75	per pound
6 files cross cut, 6 to 10 inches.....	20	each.
6 hammers, tinners'.....	60	do
2 hammers, saddlers'.....	30	do
30 pairs hinges, brass butt, shifting pins, 4 by 3¼.....	1 15	per pair.
30 pairs hinges.....do.....do.....3 by 3¼.....	80	do
100 pairs hinges.....do.....from 2 to 4 inches.....	20	do
9 pairs hinges, secretary and fastenings, complete, brass, 5 by 5 inches.....	75	do
9 pairs hinges, table, brass, 2 by 4 inches.....	60	do
60 pairs hinges, iron butt, 2 by 1½ to 4 by 3.....	5	do
30 pairs hinges, iron chest, strap, from 12 to 16 inches.....	30	do
15 pairs hinges, brass, strap, from 8 to 12 inches.....	2 00	do
2 dozen hooks, cabin, door, brass, 3 to 6 inches.....	2 00	per dozen.
8 dozen hooks, coat and hat, brass.....	2 00	do
12 dozen hooks, pantry.....	25	do
15 hasps, joint chest and staples, brass.....	50	each.
30 hasps.....do.....iron.....	30	do
24 sail knives, steel blades.....	18	do
25 dozen door knobs, black walnut, ½ to 2 inch.....	20	per dozen.
5 dozen locks, brass mortise, from 3¼ by 4 inches, in thickness ½ inch, white porcelain knobs, furniture plated, complete, right and left.....	16 00	do
4 dozen locks, complete, right and left, mineral knobs.....	11 00	do
3 dozen locks, brass, upright rim, knob, 3¼ by 6 inches furniture, complete, reversed bevel.....	9 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yard where deliverable.
1856. July 30	1857. June 30	J. Leslie, jr.—Continued ..	1 dozen locks, dead, iron..... 12 dozen locks, drawer, 2 by 2½ inches, brass..... 1 dozen locks, chest, 3 by 4 inches, brass..... 5 dozen locks, closet, 2½ by 4 inches, right and left, brass..... 2 dozen locks, book case, 2 by 3 inches, brass..... 1 dozen locks, pad, brass, 2½ to 3 inches..... 1 dozen locks, pad, iron, 2½ by 3 inches..... 3 dozen locks, chest, iron, 3 by 4 inches..... 2 dozen locks, drawer, iron, 2 by 2½ inches..... 2 ladles, pitch..... 5 mops, pitch..... 2 sets measures, copper, half gill to 1 gallon..... 3 measuring lines, 100 feet long..... 3 pincers, assorted..... 3 dozen pulleys, sash, brass face, 4 inches..... 5 dozen rings, brass flush, 1 to 2 inches..... 5 dozen iron drawer rollers, ½ inch..... 6 screw drivers, handled..... 5 screw clamps, wood..... 75 gross screws, brass, gimlet point, ¼ to 4 inches..... 80 gross screws, iron, from No. 3 to No. 24..... 1 square, brass..... 5 dozen sash springs, brass..... 6 shears, sheep..... 10,000 sprigs iron, assorted..... 200,000 iron tacks, cut, 18 oz. to 2 oz..... 8 tin paint buckets..... 90,000 copper tacks, cut, from ½ to 1½ inch..... 3 dozen table fastenings, brass, 2½ by 2½..... 100 pounds wire, brass, from No. 0 to No. 30.....	\$4 00 per dozen. 3 00 do 4 00 do 4 25 do 2 50 do 12 00 do 2 00 do 2 00 do 2 50 do 65 each. 50 do 10 00 per set. 2 50 each. 25 do 1 00 per dozen. 1 50 do 25 do 38 each. 40 do 1 82 per gross. 60 do 1 25 each. 2 00 per dozen. 50 each. 20 per M. 6 do 38 each. 40 per M. 3 00 per dozen. 33 per pound.	Philadelphia.

July 30

June 30

W. D. Kennedy -----

90 pounds wire, copper	45	do
200 pounds wire, iron	8	do
6 water closet fixtures, stop cocks, china basin, complete	14 50	each.
2 water closet fixtures, basins, china	3 00	do
10,000 pounds pure dry white lead	7 $\frac{1}{2}$	per pound. Brooklyn.
1,000 pounds white lead in oil, in 25 and 50 pound kegs	8 $\frac{3}{4}$	do
1,000 pounds black lead in oil, in 25 and 50 pound kegs	5	do
2,000 pounds white zinc paint in oil	5	do
400 pounds French zinc gloss	10	do
4,000 pounds red lead, dry	7 $\frac{1}{2}$	do
1,000 pounds litharge, dry	8 $\frac{1}{2}$	do
10 pounds sugar of lead, dry	20	do
5,000 pounds whiting	7 $\frac{5}{100}$	do
500 pounds lamp black dry	5	do
100 pounds French yellow ochre, dry	3	do
25 pounds Turkey umber, dry	6	do
20 pounds terra de sienna	12	do
50 pounds chrome yellow, dry	16	do
200 pounds chrome green, dry	3	do
50 pounds verdigris, ground in oil	25	do
500 pounds Venetian red, dry	2 $\frac{1}{2}$	do
10 pounds Chinese vermilion, dry	1 00	do
5 pounds Chinese blue, dry	75	do
2 pounds Prussian blue, dry	75	do
20 pounds ultramarine blue, dry	25	do
5 pounds pumice stone	10	do
25 pounds gum shellac	16	do
5 pounds demar	32	do
2,000 gallons linseed oil, raw	75	per gallon.
300 gallons spirits of turpentine	50	do
20 gallons spirits of wine, 95 per cent proof	25	do
10 gallons copal varnish	1 60	do
5 gallons coach varnish	3 50	do
20 gallons Japan varnish	1 00	do
20 gallons harness varnish	1 00	do
5 gallons white demar varnish	2 25	do
40 gallons light varnish	30	do
100 pounds brown manganese	2	per pound.
100 pounds asphaltum	4	do

LIST OF CONTRACTS—Continued.

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Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yard where deliverable.
1856. July 30	1857. June 30	W. D. Kennedy—Contin'd.	15 pounds ivory black 5 pounds flax whipping twine 150 pounds flax seine twine 500 pounds cotton twine, 5 and 6 thread 10 pounds cotton twine, 7 and 8 thread 550 lights, 7 by 9 inches, double thick crown glass 280 lights, 8 by 10..... do..... do..... 190 lights, 10 by 12..... do..... do..... 250 lights, 10 by 14..... do..... do..... 100 lights, 12 by 14..... do..... do..... 120 lights, 12 by 16..... do..... do..... 80 lights, 14 by 20..... do..... do..... 12 port glasses, 7½ inch diameter, 1¼ inch thick, polished... 240 port glasses, 6 inches diameter, 1 inch thick, polished... 12 port glasses, 5 inches diameter, 1 inch thick, polished... 6 clear magazine lens, 12 inches diameter, 1¼ inch thick ... 12 straight deck lights, 10 by 3 inches..... 207 clamp brushes 300 hand scrubbing brushes 100 whitewash brushes..... 12 hand dusting brushes..... 24 painters' dusting brushes 6 varnish brushes 72 paint brushes, 000..... 60 .....do.....0000..... 60 .....do.....00000..... 60 .....do.....000000..... 20 sash tool brushes, assorted..... 10 pounds bristles..... 500 gallons winter-strained sperm oil	\$0 06 per pound. 40 do 35 do 18 do 23 do 3 per light. 5 do 10 do 10 do 10 do 10 do 25 do 1 50 each. 90 do 1 00 do 6 00 do 1 00 do 35 do 15 do 60 do 60 do 50 do 75 do 35 do 50 do 70 do 1 15 do 20 do 1 00 per pound. 1 70 per gallon.	Brooklyn.

REPORT OF THE

10 gallons neatsfoot oil.....	1 25	do
5 gallons sweet oil.....	1 50	do
1,000 gallons fish oil.....	40	do
400 pounds hard brown soap.....	8½	per pound.
30 pounds castile soap.....	15	do
3,000 pounds pure tallow.....	11½	do
1 barrel soft soap.....	2 00	per barrel.
7,000 pounds pure dry white lead.....	7½	per pound. Philadelphia.
3,000 pounds white lead, in oil, in 25 and 50 pound kegs....	8½	do
500 pounds black paint, in oil, in 25 and 50 pound kegs....	6	do
800 pounds white zinc paint, in oil.....	8½	do
800 pounds red lead, dry.....	8½	do
500 pounds litharge, dry.....	7	do
50 pounds sugar of lead, dry.....	15	do
3,000 pounds whiting.....	1	do
800 pounds lampblack.....	2	do
1,000 pounds Spanish brown, in oil.....	2	do
1,000 pounds French yellow ochre.....	1½	do
20 pounds Turkey umber.....	6	do
10 pounds terra de sienna, dry.....	12	do
25 pounds crome yellow.....	10	do
30 pounds crome green.....	16	do
50 pounds Venitian red, dry.....	3½	do
1 pound Chinese vermilion, dry.....	2 00	do
20 pounds Prussian blue.....	25	do
25 pounds pumice-stone, pulverized.....	6	do
25 pounds gum-shellac.....	16	do
100 gallons linseed oil, boiled.....	70	per gallon.
600 gallons linseed oil, raw.....	80	do
200 gallons spirits turpentine.....	50	do
10 gallons spirits wine, 95 per cent. proof.....	60	do
30 gallons copal varnish.....	1 60	do
60 gallons bright varnish.....	30	do
40 gallons Japan varnish.....	90	do
50 pounds flax whipping twine.....	34	per pound.
50 pounds flax seine twine.....	34	do
100 pounds cotton twine, 5 and 6 thread.....	18½	do
10 pounds cotton twine, 7 and 8-thread.....	24	do
500 gallons winter-strained sperm oil.....	1 90	per gallon.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 30	1857. June 30	W. D. Kennedy—Cont'd.---	10 gallons neatsfoot oil.....	\$1 25 per gallon.	Philadelphia.
			2 gallons sweet oil.....	1 50 do	
			360 gallons fish oil.....	45 do	
			100 pounds hard brown soap.....	9 per pound.	
			10 pounds castile soap.....	15 do	
			460 pounds pure tallow.....	12 do	
			100 pounds beeswax.....	35 do	
			50 hickory brooms.....	15 each.	
			100 corn brooms.....	24 do	
			500 pounds white chalk.....	½ per pound.	
			10 pounds red chalk.....	10 do	
			20 bushels charcoal.....	30 per bushel.	
			100 pounds glue.....	16 per pound.	
			400 sail needles, sewing, assorted.....	1 00 per 100.	
			425 roping needles, assorted.....	1 25 do	
			26 sail prickers, assorted.....	25 each.	
			24 sail rubbers.....	25 do	
			30 sail hooks.....	30 do	
			24 iron clews.....	1 50 do	
			100 pounds mop yarn, thrums.....	50 per pound.	
			24 palms, mounted, seaming.....	30 each.	
			24 palms, mounted, roping.....	30 do	
			200 pounds pure dry white lead.....	8½ per pound.	Washington.
			200 pounds pure dry white zinc.....	7 do	
			2,000 pounds white lead, in oil, in 25 and 30 pound kegs....	8½ do	
			2,500 white zinc paint, in oil.....	8 do	
			4,000 pounds red lead, dry.....	8 do	
			500 pounds litharge.....	8 do	
			2,000 pounds Spanish whiting.....	1 do	
			500 pounds lampblack.....	6 do	

July 31 June 30

Wm. Mason & Son-----

1,000 pounds Spanish brown, dry-----	1½	do	
100 pounds chrome yellow-----	10	do	
100 pounds chrome green-----	12	do	
30 pounds gum demar-----	25	do	
500 gallons linseed oil, raw-----	82	per gallon.	
100 gallons spirits turpentine-----	50	do	
25 gallons copal varnish-----	2 00	do	
20 gallons Pennsylvania zinc-dryer-----	50	do	
20 gallons white demar varnish, (Smith & Stratton's)-----	2 25	do	
100 port glasses, 7½ inch diameter, 1½ inch thick, polished-----	1 25	each.	
50 lights, 6 by 8 inches, double thick crown glass-----	20	per light.	
50 lights, 14 by 20 inches, double thick crown glass-----	45	do	
520 gallons winter-strained sperm oil-----	1 80	per gallon.	
31 gallons neatsfoot oil-----	1 00	do	
62 gallons fish oil-----	80	per gallon.	
500 pounds pure tallow-----	12	per pound.	
50 pounds hard brown soap-----	19	do	
600 pounds cotton twine, 5 to 8 thread-----	18½	do	Gosport.
20 lights, 16 by 22 inches, double thick crown glass-----	50	per light.	
400 lights, 14 by 18 do-----do-----do-----	30	do	
40 port glasses, 7½ inches in diameter, 1½ inch thick, polished-----	1 40	do	
20 do-----6-----do-----1½-----do-----do-----	1 25	do	
60 do-----5-----do-----1-----do-----do-----	90	do	
12 clear magazine lens, 12 inches in diameter, 1½ inch thick-----	5 00	each.	
20 straight deck lights, 10 by 3 inches-----	1 25	do	
5 bolts, No. 1, cotton canvas-----	9 90	per bolt.	Kittery.
50 bolts, No. 4-----do-----	8 36	do	
16 bolts, No. 6-----do-----	7 48	do	
8 bolts, No. 8-----do-----	6 60	do	
4 bolts, No. 9-----do-----	6 16	do	
2 bolts, No. 10-----do-----	5 72	do	
8 bolts cot stuff, 30 inches wide, twilled-----	11 00	do	
14 bolts bag stuff, 30 inches wide, twilled-----	16 50	do	
11 bolts hammock stuff, 42 inches wide, twilled-----	22 00	do	
25 bolts, No. 3, cotton canvas-----	8 80	do	Charlestown.
20 bolts, No. 4-----do-----	8 36	do	
25 bolts, No. 5-----do-----	7 92	do	
20 bolts, No. 6-----do-----	7 48	do	
10 bolts, No. 10-----do-----	5 72	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. July 31	1857. June 30	Wm. Mason & Son—Cont'd.	10 bolts, No. 1, cotton canvas.....	\$9 90 per bolt.	Brooklyn.
			30 bolts, No. 2..... do.....	9 24 do	
			10 bolts, No. 3..... do.....	8 80 do	
			120 bolts, No. 4..... do.....	8 36 do	
			10 bolts, No. 5..... do.....	7 92 do	
			10 bolts, No. 6..... do.....	7 48 do	
			10 bolts, No. 7..... do.....	7 04 do	
			40 bolts, No. 8..... do.....	6 60 do	
			10 bolts, No. 9..... do.....	6 16 do	
			40 bolts, No. 10..... do.....	5 72 do	
			10 bolts cot stuff, 30 inches wide, twilled.....	11 00 do	
			10 bolts bag stuff, 30..... do..... do.....	16 50 do	
			200 bolts hammock stuff, 42 inches wide, twilled.....	22 00 do	
			5,000 yards twilled bagging, 30 inches wide.....	14 per yard.	
			5 bolts, No. 1, cotton canvas.....	9 90 per bolt.	Philadelphia.
			5 bolts, No. 2..... do.....	9 24 do	
			5 bolts, No. 3..... do.....	8 80 do	
			20 bolts, No. 4..... do.....	8 36 do	
			10 bolts, No. 5..... do.....	7 92 do	
			20 bolts, No. 6..... do.....	7 48 do	
			5 bolts, No. 7..... do.....	7 04 do	
			10 bolts, No. 8..... do.....	6 60 do	
			10 bolts, No. 9..... do.....	6 16 do	
			20 bolts, No. 10..... do.....	5 72 do	
			6 bolts cot stuff, 30 inches wide, twilled.....	11 00 do	
			20 bolts bag stuff, 30..... do..... do.....	16 50 do	
			40 bolts hammock stuff, 42 inches wide, twilled.....	22 00 do	
			50 bolts, No. 6, cotton canvas.....	7 48 do	Gosport.
			50 bolts cot stuff, 30 inches wide, twilled.....	11 00 do	
			50 bolts hammock stuff, 42 inches wide, twilled.....	22 00 do	

50 pounds braziers' solder.....	35	do	
9 boxes tin plate I X.....	12 00	per box.	
10 boxes..do.....I C, 10 by 14.....	10 00	do	
6 boxes..do.....I C, 14 by 20.....	12 00	do	
10 boxes..do.....L D X.....	15 00	do	
1 box...do.....D X X.....	18 00	do	
17 pieces 18-inch red bunting.....	6 50	per piece.	Philadelphia.
8 pieces 12-inch.....do.....	4 50	do	
4 pieces 9-inch.....do.....	4 00	do	
2 pieces 4½-inch.....do.....	2 50	do	
15 pieces 18-inch blue bunting.....	6 00	do	
4 pieces 12-inch.....do.....	4 25	do	
3 pieces 9-inch.....do.....	3 75	do	
2 pieces 4½-inch.....do.....	2 50	do	
14 pieces 18-inch white bunting.....	6 00	do	
6 pieces 12-inch.....do.....	4 25	do	
4 pieces 9-inch.....do.....	4 00	do	
2 pieces 4½-inch.....do.....	2 50	do	
4 pieces 18-inch green bunting.....	6 00	do	
3 pieces 18-inch yellow bunting.....	6 00	do	
130 yards white muslin, ¾ yard wide.....	10	per yard.	
25 yards broad cloth.....	2 50	do	
120 yards worsted binding.....	3	do	
50 yards hair-cloth, assorted width.....	1 50	do	
8 pounds linen thread, white.....	1 00	per pound.	
4 pounds...do.....assorted colors.....	1 00	do	
100 pounds white curled hair.....	50	do	
100,000 pounds pig lead, best Missouri.....	7½	do	Washington.
5,000 pounds slab zinc.....	6	do	
10,000 pounds banca tin.....	35	do	
200 pounds braziers' solder.....	30	do	
10 boxes bright tin plate, I X, R G.....	14 00	per box.	
2 tons lignumvitæ, from 3 to 5 inches.....	49 00	per ton.	Gosport.
2,000 pounds pig lead.....	7½	per pound.	
3,000 pounds drawn lead pipe, ½ to 2½ inches diameter.....	8	do	
1,000 pounds pig zinc.....	8	do	
800 pounds sheet zinc.....	10	do	
3,000 pounds banca tin.....	34	do	
200 pounds braziers' solder.....	30	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yard where deliverable.
1856.	1857.				
Aug. 1	June 30	Storer & Stephenson—Con.	30 boxes tin plate X X, 14 by 20.....	\$15 00 per box.	Gosport.
Aug. 2	June 30	A. Q. Wendell.....	50 pounds flax whipping twine.....	39 per pound.	Kittery.
			30 pounds flax seine twine.....	41 do	
			50 pounds cotton twine, 5 and 6 thread.....	25 do	
			50 pounds cotton twine, 7 and 8 thread.....	25 do	
			1,000 pounds rigging leather, sides not less than 10 lbs.....	29½ do	
			100 pounds pump leather..... do..... 25 lbs.....	28 do	
			50 pounds bellows leather..... do..... 6 lbs.....	54 do	
Aug. 4	June 30	Haney & Adams.....	12 pair brass butt hinges, shifting pins, 3 by 3 inches.....	50 per pair.	Washington.
			12 pair..... do..... do..... do..... 2½ by 2½ inches.....	37½ do	
			12 pair..... do..... do..... do..... 2½ by 1½ inches.....	25 do	
			12 pair brass secretary hinges and fastenings, complete, 5 by 5 inches.....	1 00 do	
			2 dozen white porcelain knobs, ½ to 2 inches.....	1 00 per dozen.	
			1 dozen brown mineral knobs, ½ to 2 inches.....	50 do	
			1 dozen brass mortise locks, 3½ by 4 inches, ½ inch thick, with brass keys, white porcelain knobs, furniture plated, complete.....	24 00 do	
			1 dozen iron mortise locks, 3½ by 4 inches, ½ inch thick, with knobs, complete.....	15 00 do	
			1 dozen brass drawer locks, 2½ by 3 inches.....	2 50 do	
			1 dozen brass chest locks, 3 by 2¾ inches.....	5 00 do	
			1 dozen brass till locks, 2½ by 3 inches.....	2 50 do	
			1 dozen brass pad locks, 3½ by 3 inches.....	12 00 do	
			2 dozen brass screw rings, 1½ inch.....	50 do	
			16 gross brass screws, gimlet point, No. 4 to 24.....	3 00 per gross.	
			15 gross iron screws,..... do..... No. 3 to 34.....	1 00 do	
Aug. 4	June 30	D. S. Walton.....	100 cords oak wood.....	7 50 per cord.	Charlestown.
			10 cords pine wood.....	5 50 do	

Aug. 4	June 30	A. Hoitt.	10 cords oak wood.....	10 00	do	Kittery.
			5 cords pine wood.....	6 00	do	
Aug. 4	June 30	P. J. Field	500 feet leading hose, in 25 feet lengths.....	75	per foot.	Philadelphia.
			72 feet suction hose, in 6 feet lengths.....	1 90	do	
Aug. 5	June 30	W. O. Lidgerwood	4,000 pounds wrought iron spikes, 4 to 6 inches long.....	4	per pound.	Brooklyn.
			10,000 pounds.....do.....6½ to 9.....do.....	4	do	
			1,200 pounds.....do.....nails, 6d. to 30d.....	5	do	
			100 pounds.....do.....boat nails, 4d. to 20d.....	6	do	
			300 pounds.....do.....sheathing nails, 2 to 3 inches.....	6	do	
			100 pounds.....do.....clout nails, ½ to 1¼ inch.....	4	do	
			3,000 pounds iron cut nails, 4d. to 40d.....	6	do	
			400 pounds iron finishing nails, 1 to 2 inches.....	6	do	
			600 pounds iron cut brad-head nails, 4d. to 10d.....	6	do	
Aug. 5	June 30	N. Lane & Co.....	6 pounds gum arabic, refined.....	20	do	Brooklyn.
			72 books, blank, cap size, 1-quire, half bound, faint lined..	10	each.	
			24 books.....do.....2.....do.....do.....do.....	38	do	
			24 books.....do.....do.....3.....do.....do.....do.....	75	do	
			12 books, letter cap size 3-quire.....do.....do.....	75	do	
			120 books, memorandum, half bound, with loops, 1 quire, thick.....	12	do	
			72 books, memorandum, bound in leather, 1 quire thick..	10	do	
			24 boxes, sand, hardwood.....	18	do	
			30 yards tracing cloth.....	30	per yard.	
			36 bottles carmine ink, half pint bottles.....	25	each.	
			6 erasers, with ivory handles.....	35	do	
			24 folders, paper, ivory.....	40	do	
			120 bottles black ink, half pint, Maynard & Noyes.....	12	do	
			72 bottles.....do.....pint.....do.....	16	do	
			72 papers ink powders, best quality.....	3	do	
			36 inkstands.....	25	each.	
			12 India ink saucers.....	3	do	
			8 pieces India ink.....	20	do	
			36 penknives, 4 blades, Congress.....	90	do	
			3 desk knives, ivory handles.....	50	do	
			24 pounce and boxes, ivory.....	30	do	
			2 gross pens, steel, assorted.....	20	per gross.	
			24 gross pens, steel, "Gillot's" eagle, 12 in box, with holders.	12½	per box.	
			24 dozen pen-holders, to suit pens.....	10	per dozen.	
			8 dozen pencils, drawing, best black, equal to Faber's.....	50	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. Aug. 5	1857. June 30	N. Lane & Co—Continued.	12 dozen pencils, lead, Faber's 80 dozen pencils, slate, best white Rutland..... 12 dozen pencils, camel's hair 8 reams paper, log 20 reams paper, regulation cap, faint lined..... 40 reams paper, cap, faint lined, ruled..... 20 reams paper, letter.....do.....do..... 8 reams paper, envelope..... 2 reams blotting paper..... 1 ream paper, cartridge..... 100 sheets drawing paper, double elephant..... 48 sheets tracing paper, double elephant..... 48 pens, drawing..... 48 pens, drawing..... 2 portfolios..... 4,000 quills, No. 80..... 12 rulers, parallel, ebony, 24 inch..... 12 rulers, round, ebony..... 12 rulers, flat..... 12 rulers, rolling, 20 inches..... 15 pounds rubber, prepared, in ounce pieces..... 36 slates, double, log, hardwood frames..... 36 slates, single, log, hardwood frames..... 6 slates, porcelain, 8 by 10 inches..... 24 seals, wafer, ivory..... 15 dozen sand, black, $\frac{1}{4}$ pint papers..... 30 scales, Gunter's..... 360 pieces red tape..... 120 pieces taste, silk..... 15 pounds wafers, American..... 15 pounds wax, sealing.....	\$1 00 per dozen. 10 do 10 do 6 00 per ream. 3 00 do 2 75 do 2 50 do 2 50 do 2 00 do 3 00 do 30 per sheet. 30 do 3 each. 2 do 50 do 6 00 per thou'd. 50 each. 50 do 30 do 20 do 75 per pound. 90 each. 25 do 1 00 do 25 do 10 per dozen. 50 each. 1 $\frac{1}{2}$ do 15 do 35 per pound. 50 do	Brooklyn.

Aug. 6 | June 30 | J. S. Harvey & Son

2 pounds gum arabic	1 12 $\frac{1}{2}$	do
3 books, blank, cap size, 1 quire, $\frac{1}{2}$ bound, faint lined	50	each.
3 books, blank, cap size, 2 quires, $\frac{1}{2}$ bound	75	do
3 books, blank, cap size, 3 quires, $\frac{1}{2}$ bound	80	do
3 books, letter, cap size, 3 quires, $\frac{1}{2}$ bound	80	do
2 books, memorandum, cap size, 1 quire, $\frac{1}{2}$ bound, faint lined, with loops	50	do
2 books, memorandum, 1 quire, bound in leather, faint lined	60	do
2 boxes sand, hardwood	25	do
12 yards cloth, tracing	50	per yard.
2 bottles carmine	30	each.
2 erasers with ivory handles	15	do
2 folders, paper, ivory	25	do
3 bottles ink, black, $\frac{1}{2}$ pint	15	do
1 bottle ink, red, $\frac{1}{2}$ pint	40	do
1 paper ink powder, best quality	10	per paper.
2 inkstands	1 00	each.
2 penkives, 4 blades, Congress	1 25	do
1 pounce and box, ivory	25	do
1 gross pens, steel, assorted	1 00	per gross.
1 gross pens, steel, Gillott's eagle, 12 in box, with holders	2 50	do
$\frac{1}{2}$ dozen pen holders to suit pens	1 25	per dozen.
1 dozen pencils, best black, drawing, equal to Faber's	50	do
1 dozen pencils, slate, best white Rutland	10	do
1 dozen pencils, camel's hair	25	do
1 ream paper, log	6 50	per ream.
1 ream paper, regulation cap, faint lined	5 00	do
1 ream paper, cap	4 50	do
1 ream paper, letter	3 00	do
$\frac{1}{2}$ ream paper, blotting	4 50	do
$\frac{1}{2}$ ream paper, cartridge	6 50	do
6 sheets paper, drawing, antiquarian	1 00	per sheet.
6 sheets paper, double elephant	31	do
6 sheets paper, elephant	25	do
6 sheets paper, tracing, double elephant	40	do
4 pens, drawing	1 25	each.
$\frac{1}{2}$ M quills, No. 80	22	per thou'd.
1 ruler, parallel, ebony, 24 inch	1 75	each.
1 ruler, round	40	do

Kittery.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. Aug. 6	1857. June 30	J. S. Harvey & Son—Cont'd.	1 ruler, flat.....	\$0 25 each.	Kittery.
			1 ruler, rolling, 20 inch.....	65 do	
			1 pound rubber, prepared, in ounce pieces.....	1 25 per pound.	
			2 slates, double log, hardwood frames.....	1 00 each.	
			1 slate, single log.....do.....	42 do	
			1 slate, porcelain, 8 by 10.....	1 25 do	
			1 seal, wafer, ivory.....	40 do	
			2 pounds sand, black.....	20 per pound.	
			1 scale, Gunter's.....	75 each.	
			1 dozen tape, red.....	40 per dozen.	
			1 dozen taste, silk.....	2 50 do	
			1 pound wafers, American.....	1 00 per pound.	
			1 pound sealing wax.....	1 50 do	
Aug. 6	June 30	B. Loring & Co.....	3 pounds refined gum arabic.....	75 do		Charlestown.
			12 books, blank, cap size, 2 quires, $\frac{1}{2}$ bound, faint lined....	50 each.	
			12 books, blank, cap size, 3 quires, $\frac{1}{2}$ bound..... do.....	75 do	
			12 books, blank, cap size, 1 quire, $\frac{1}{2}$ bound..... do.....	50 do	
			4 books, letter, cap size, 3 quires, $\frac{1}{2}$ bound..... do.....	75 do	
			48 books, memorandum size, 1 quire, $\frac{1}{2}$ bound, with loops..	50 do	
			48 books, memorandum size, 1 quire thick, bound in leather.	25 do	
			24 sand boxes, hardwood.....	15 do	
			10 yards tracing cloth.....	40 per yard.	
			4 bottles carmine.....	25 each.	
			6 erasers with ivory handles.....	50 do	
			48 bottles black ink, $\frac{1}{2}$ pint.....	16 do	
			50 papers ink powders, best quality.....	6 per paper.	
			12 inkstands.....	25 each.	
			4 ink saucers.....	2 00 do	
			24 penknives, 4 blades, Congress.....	1 25 do	
			12 boxes and pounce, ivory.....	25 do	
			50 gross steel pens, assorted.....	1 00 per gross.	

			20 boxes steel pens, Gillot's eagle, 12 in box, with holder..	25 per box.	
			6 dozen drawing pencils, best black lead, equal to Faber's	35 per dozen.	
			10 dozen slate pencils, best white Rutland.....	10 do	
			2 reams log paper.....	4 50 per ream.	
			20 reams regulation cap paper, faint lined.....	4 50 do	
			10 reams cap paper, faint lined, ruled.....	4 00 do	
			20 reams letter paper... do... do.....	4 00 do	
			2 reams note paper... do... do.....	2 50 do	
			3 reams envelope paper.....	2 50 do	
			2 reams blotting paper.....	1 50 do	
			5 sheets antiquarian drawing paper.....	75 per sheet.	
			5 sheets double elephant drawing paper.....	35 do	
			5 sheets elephant..... do.....	12 do	
			5 sheets double elephant tracing paper.....	75 do	
			24 drawing pens.....	75 each.	
			1,000 quills, No. 89.....	5 00 per M.	
			12 round rulers.....	35 each.	
			6 flat rulers.....	12 do	
			2 pounds prepared India rubber, in ounce pieces.....	1 00 per pound.	
			12 double log slates, hard wood frames.....	1 00 each.	
			12 single log slates..... do..... do.....	50 do	
			2 porcelain slates, 8 by 10.....	1 50 do	
			50 pounds black sand.....	5 per pound.	
			120 pieces red tape.....	3 per piece.	
			60 pieces silk tape.....	20 do	
Aug. 8	June 30	W. Smith	100 cords oak wood.....	5 00 per cord.	Brooklyn.
			20 cords pine wood.....	5 00 do	
			75 cords hickory wood.....	6 95 do	
Aug. 9	June 30	A. D. Gerrish	4 adzes, carpenters', handled.....	2 50 each.	Kittery.
			1 adze, hollow..... do.....	2 50 do	
			2 adzes, cooper's..... do.....	1 50 do	
			6 axes, broad..... do.....	2 75 do	
			1 axe, cooper's..... do.....	2 75 do	
			2 axes, wood..... do.....	1 25 do	
			12 augers, ship, patent, estimated at 96 eighths.....	10 per eighth.	
			½ dozen awls, brad, handled.....	62 per dozen.	
			¼ dozen awls, wire..... do.....	62 do	
			1 dozen awls, shoemaker's, handled.....	62 do	
			1 anvil, estimated at 140 pounds.....	11 per pound.	

LIST OF CONTRACTS—Continued.

Date.	Expiration	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. Aug. 9	1857. June 30	A. D. Gerrish—Continued..	10 pounds burrs, copper, assorted..... 1 brace and bits, wood, complete, 48 bits..... 1 brace and bits, iron.... do..... 20 bits..... 1 bevil steel tongue..... 3 dozen buttons, plate brass..... 3..... do..... plain brass, 1½ to 2 inches..... 4 dozen bolts, flush, brass, 6 by 1¼ inches..... 1..... do..... do..... 4 by 1 inch..... 1..... do..... do..... 2¼ by ¾ inch..... 1 borer, tung..... 1 borer, tap..... 10 pounds brass, sheet, assorted..... 1 brand, ship's name..... ½ dozen compasses, carpenter's..... ¼..... do..... armorer's..... 1½ dozen chisels, firmer, assorted..... 1..... do..... socket, assorted, handled..... 2 sets castors, fixed wheel, brass, 1¼ inch..... 2..... do..... socket, brass, 1¾ inch..... 1 calliper, mast..... 1 calliper, smith's..... 1 crow, cooper's..... 20 candlesticks, fitted with tin lamps..... 1 set dies, letters and figures, ¾ inch..... 1 diamond, glazier's..... 1 drill, stock press..... 12 drills, assorted..... 1 divider, brass..... 6 dozen escutcheons, plate, brass, assorted..... 6..... do..... thread..... do..... 1 pound escutcheon pins.....	\$0 75 per pound. 5 50 per set. 4 00 do 42 each. 63 per dozen. 25 do 5 25 do 4 25 do 2 00 do 2 62 each. 37 do 34 per pound. 2 00 each. 1 25 per dozen. 8 00 do 3 50 do 4 50 do 1 25 per set. 1 75 do 1 75 each. 75 do 75 do 25 do 7 50 per set. 4 00 each. 9 00 do 16¾ do 25 do 25 per dozen. 6 do 63 per pound.	Kittery.

1 dozen files, whip saw, 6 to 8 inches	2 50	per dozen.
1....do....hand saw, 5 to 6...do.....	1 75	do
$\frac{1}{2}$....do....cross cut, 6 to 10...do.....	2 50	do
$\frac{1}{2}$....do....rat tail, 5 to 10...do.....	2 00	do
1....do....flat bastard, 8 to 14...do.....	4 50	do
$\frac{1}{2}$....do....flat fine, 8 to 12...do.....	4 50	do
$\frac{1}{2}$....do....four sided, 8 to 14...do.....	2 50	do
1....do....half round, 8 to 14...do.....	4 50	do
$\frac{1}{2}$....do....round bastard, assorted, 8 to 14 inches.....	4 00	do
$\frac{1}{4}$....do....three sided, assorted.....	3 00	do
1 forge, portable, complete, smith's.....	28 00	each.
$\frac{1}{4}$ dozen guages, carpenter's.....	2 00	per dozen.
2 dozen gimlets, nail, assorted.....	33	do
1 dozen gimlets, spike.....	1 00	do
$\frac{1}{2}$ dozen gouges, firmer, handled.....	2 50	do
$\frac{1}{2}$ dozen gouges, socket...do.....	3 50	do
10 hammers, claw, handled.....	50	each.
2....do....rivetting...do.....	62 $\frac{1}{2}$	do
2....do....tinner's...do.....	1 25	do
2....do....hand.....	1 25	do
1....do....wrench.....	1 50	do
2 dozen hooks and eyes, brass, for furniture.....	62 $\frac{1}{2}$	per dozen.
12 pair hinges, brass butt, shifting pins, 4 $\frac{1}{2}$ by 2 $\frac{1}{2}$ inches..	1 75	per pair.
15....do....do.....do.....4 $\frac{1}{2}$ by 4 $\frac{1}{2}$...do.....	1 50	do
8....do....do.....do.....4 by 4...do.....	1 17	do
8....do....do.....do.....4 by 2...do.....	1 17	do
8....do....do.....do.....3 $\frac{1}{2}$ by 3 $\frac{1}{2}$...do.....	1 00	do
8....do....do.....do.....3 $\frac{1}{2}$ by 1 $\frac{3}{4}$...do.....	92	do
8....do....do.....do.....3 by 1 $\frac{1}{2}$...do.....	92	do
8....do....do.....do.....2 $\frac{1}{2}$ by 1 $\frac{1}{4}$...do.....	75	do
8....do....do.....do.....2 by 1...do.....	25	do
12....do....iron butt.....4 $\frac{1}{2}$ by 4 $\frac{1}{2}$...do.....	20	do
16....do....secretary and fastenings, complete, brass, 5 by 5 inches.....	75	do
6 pair hinges, table, brass, 2 by 4 $\frac{1}{2}$ inches.....	75	do
24....do....iron butt, 2 $\frac{1}{2}$ by 1 $\frac{1}{2}$ inches to 4 by 3 inches...	12	do
6 dozen hooks, cabin door, brass, 3 to 6 inches.....	3 25	per dozen.
12....do....coat and hat, brass.....	2 00	do
12....do....pantry, brass, 1 to 2 $\frac{1}{2}$ inches.....	60	do

LIST OF CONTRACTS—Continued.

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REPORT OF THE

Date.	Expiration.	Name of contractor.	Articles.	Rates.	Navy yards where deliverable.
1856. Aug. 9	1857. June 30	A. D. Gerrish—Continued..	4 hatchets, with handles, assorted..... 36 hasps, joint, chest and staples, brass..... 2 knives, drawing, 12 to 16 inches..... 1 knife, drawing, cooper's..... 1 knife, rounding..... 1 knife, hollow..... 1 knife, pallet, 8 to 12 inches..... 1 knife, putty, 3 to 4 inches..... 1 dozen knives, shoemakers'..... 4 dozen knobs, mahogany, $\frac{1}{2}$ to 2 inches..... 4 dozen knobs, black walnut, $\frac{1}{2}$ to 2 inches..... 2 kettles, glue, copper, 1 to 3 quarts..... 6 kettles, pitch, from 16 to 20 inches diameter at top..... 5 kettles, iron, tea..... 9 kettles, copper, tea..... 2 kettles, fish..... 2 dozen keys, extra, iron and brass, assorted..... 1 dozen brass mortise locks, $3\frac{1}{2}$ by 5 inches, $\frac{3}{8}$ inch thick, brass keys, white porcelain knobs, furniture plated, com- plete, right and left..... 1 dozen locks, drawer, 2 by $2\frac{1}{4}$ inches, brass..... $\frac{1}{2}$ dozen locks, chest, 3 by 4..... do..... 1 dozen locks, closet, $2\frac{1}{2}$ by 4..... do..... right and left. 1 dozen locks, closet, $1\frac{3}{4}$ by 3..... do..... do..... 1 dozen locks, bookcase, 2 by 3..... do..... $\frac{1}{2}$ dozen locks, desk, $3\frac{1}{4}$ inches, brass..... 2 dozen locks, pad, $2\frac{1}{2}$ to 3 inches, brass..... 2 dozen locks, iron, dead, $3\frac{1}{2}$ by 5 inches..... 2 dozen locks, iron, drawer, dead, 2 by $2\frac{1}{4}$ inches.....	\$0 75 each. 1 00 do 1 50 each. 1 00 do 1 50 do 1 50 do 75 do 25 do 1 00 per dozen. 10 do 12 do 2 50 each. 2 50 do 1 25 do 5 50 do 2 50 do 50 per dozen. 25 00 per dozen. 3 50 do 10 00 do 5 25 do 5 25 do 4 00 do 4 30 do 7 50 do 3 50 do 2 50 do	Kittery.

2 dozen locks, iron, closet, dead, 2½ by 4 inches, right and left.....	2 50	do
2 dozen locks, iron, pad, dead, 2½ to 3 inches	2 00	do
1 lathe, turning, and tools complete, for wood and iron....	60 00	
1 set measures, copper, ½ gill to 1 gallon	7 50	per set.
2 planes, grooving, width of iron from ¼ to 1 inch	1 00	each.
2 planes, smoothing, width of iron, from 1½ to 2 inches....	1 00	do
2 planes, rabbet, width of iron, from 1 to 2 inches.....	1 00	do
1 plane, long-jointer, width of iron, 2½ inches	1 50	do
1 plane, jointer, short, width of iron, 2½ inches	1 50	do
1 plane, jointer, long, cooper's	5 75	do
1 plane, jointer, short, cooper's	1 75	do
1 plane, block.....	75	do
2 planes, jack, width of iron, 1½ to 2 inches.....	75	do
2 planes, beading, width of iron, ¼ to ¾ inch.....	62½	do
2 planes, moulding, width of iron, ¼ to ¾ inch	50	do
1 plane, plough, with 8 bits	3 50	do
1 plane, match, to suit ¾ and ⅞ boards.....	2 25	do
6 pincers, assorted.....	50	do
2 plyers, assorted.....	50	do
7 pans, frying.....	62½	do
14 pans, stew.....	1 10	do
7 pans, bake.....	50	do
2 pots, iron.....	2 0	do
1 set shovel, poker, and tongs.....	1 00	per set.
12 pulleys, sash, brass face, 4 inches.....	25	each.
2 pounds rings, curtain, brass, assorted	1 50	per pound.
2 rules, 2 feet, double and single-jointed.....	33	each.
1 rod, gauging.....	1 25	do
2 rasps, wood, assorted.....	25	do
10 pounds rivets, cooper's.....	14	per pound.
10 pounds rivets, boat, copper, assorted	42	do
1 saw, hand, 2 feet 2 inches.....	1 25	each.
1 saw, whip, with tiller and box, fitted	5 00	do
2 saws, cross-cut, 4 to 6 feet long.....	2 50	do
1 saw, wood.....	1 00	do
1 saw, sash, 10 to 20 inches.....	1 00	do
2 saws, hack, with frame	2 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. Aug. 9	1857. June 30	A. D. Gerrish—Continued..	1 saw, pannel, 14 to 20 inches..... 2 saws, compass, 10 to 15 inches..... 2 saws, key hole and pad, 6 to 12 inches..... 1 saw, tenon, 16 inches..... 1 saw, dovetail, 10 inches..... 2 saw sets..... 2 screw drivers, handled..... 1 steelyard, to weigh 250 pounds..... 4 screws, clamp, wood..... 1 screw, bench..... 1 screw, jack, 2½ to 3 feet, equal to Ballard's..... 75 gross screws, brass, gimlet points, No. 4 to 24..... 100 gross screws, iron, gimlet points, No. 3 to 24..... 1 shave, spoke..... 1 shave, can..... 1 shave, bucket..... 1 shave, in..... 1 square, trying, steel blades, 6 inches..... 1 square, iron, two-foot..... 1 square, brass..... 2½ shovels, coal, steel..... 2 spades, steel..... 72 scrapers, ship, handled, steel blades..... 24 sash springs..... 1 shears, bench, tinner's..... 1 shears, hand..... 2 shears, sheet..... 1 stake, iron..... 1 stake, edging, tinner's.....	\$1 25 each. 50 do 17 do 1 50 do 1 00 do 75 do 50 do 1 00 do 60 do 60 do 16 00 do 1 70 per gross. 70 do 33 each. 33 do 33 do 33 do 50 do 75 do 1 00 do 1 25 do 1 00 do 33½ do 4 do 5 00 do 1 25 do 50 do 1 50 do 4 00 do	Kittery.

			1 stake, planishing.....	4 00	do	
			1 screw plate and taps, large size.....	16 00	per set.	
			1 screw plate and taps, small size.....	6 00	do	
			6 thousand tacks, iron, giup.....	12	per M.	
			10 thousand tacks, iron, cut.....	9	do	
			50 pounds tacks, iron, cut.....	45	per pound.	
			24 table hasps, brass, 3 by 3 inches.....	29	each.	
			20 pounds wire, brass, assorted.....	35	per pound.	
			10 pounds wire, copper, assorted.....	45	do	
			20 pounds wire, iron, assorted.....	14	do	
			2 waffle irons.....	75	each.	
			4 water closets fixtures, stop-cocks, china basins, complete.....	28 00	do	
			2 water closet basins.....	3 50	do	
			1 set weights, iron, 1 to 4 pounds.....	1 00	per set.	
			1 set weights, iron, 7 to 28 pounds.....	3 50	do	
			1 wrench, pall.....	2 50	each.	
			1 wrench, screw.....	1 50	do	
			1 wrench stock.....	1 00	each.	
			45 lights, 8 by 10 inches, double thick brown glass.....	10	per light.	
			86 port glasses, 6 inches diameter, 1 1/4 inch thick, polished.....	1 35	each.	
			12 clear magazine lens, 12 inches diameter, 1 1/4 inch thick.....	8 00	do	
			6 clear.....do.....10.....do.....do.....	6 00	do	
Aug. 9	June 30	Wm. Lang.....	2,000 pounds sheet zinc.....	8	per pound.	Kittery.
			1 box tin plate, 10 by 14.....	12 00	per box.	
			2 boxes x tin plate, 14 by 20.....	12 00	do	
			2 boxes xx.....do.....do.....	15 00	do	
			1 box l. d. x do.....	20 00	do	
Aug. 17	June 30	J. A. Green.....	30 pounds composition cocks, from 3/8 to 1 1/4 inch.....	1 00	per pound.	Gosport.
			30 pounds.....do.....1 1/4 to 2 1/2 inch.....	75	do	
Aug. 27	June 30	T. Mosher.....	48 tierces Albany moulding sand.....	3 40	per tierce.	Washington.
			50 cart loads.....do.....for small castings.....	1 48	per load.	
			100 cart loads.....do.....for large castings.....	62	do	
			12 cart loads bottom sand.....	45	do	
			500 pounds hay for foundry use.....	2	per pound.	
			1,000 pounds straw.....do.....	1 1/2	do	
July 31	June 30	Bigler & Wilt.....	400 cubic feet white pine logs.....	25	per cubic ft.	Gosport.
			150,000 ft. b. m. white pine boards, No. 1, 1/2 to 1-in. inclusive.....	32 50	per M feet	
			40,000 ft. b. m. white pine boards, No. 2, 1/2 to 1-in., inclusive.....	30 50	do	
			25,000 ft. b. m. white pine boards, No. 3, 1/2 to 1-in., inclusive.....	19 00	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. July 31	1857. June 30	Bigler & Wilt—Continued.	75,000 ft. b. m. white pine plank, No. 1, 1½ to 2-inch, inclusive	\$10 50 per M feet.	Gosport.
			40,000 ft. b. m. do. No. 1, 2½ to 3-inch do.	47 00 do	
			20,000 ft. b. m. do. No. 1, 3¼ to 5-inch do.	50 00 do	
			25,000 ft. b. m. do. No. 2, 1½ to 2-inch do.	35 50 do	
			20,000 ft. b. m. do. No. 2, 2¼ to 3½-inch do.	37 50 do	
Aug. 2	June 30	F. A. Southmayd.....	3,000 feet white ash oars, from 10 to 18 feet long.....	5½ per foot.	Brooklyn.
			58 white heart hickory bars, 12 to 14 feet long.....	1 90 each.	
			100 white-heart hickory handspikes, 4 feet long, 4 inches square at butt.....	38 do	
Aug. 2	Dec. 1	H. Buck.....	45,000 cubic feet yellow pine plank stock logs.....	29½ per cu ft.	Kittery.
			2,208 cubic feet yellow pine beams, different dimensions...	33 do	Charlestown.
			20,000 cubic feet yellow pine plank stock logs.....	23 do	Philadelphia.
Aug. 2	Dec. 1	T. B. Darrack.....	25,000 feet b. m. white oak plank, 4 inches in thickness...	55 00 per M	Kittery.
			25,000 feet b. m. do. 4½ do.	57 00 do	
			25,000 feet b. m. do. 5 do.	60 00 do	
			25,000 feet b. m. do. 5½ do.	65 00 do	
			6,000 feet b. m. do. 2 do.	49 00 do	Brooklyn.
			10,000 feet b. m. do. 3 do.	54 00 do	
			20,000 feet b. m. do. 4 do.	57 00 do	
			40,000 feet b. m. do. 4 do.	55 00 do	Philadelphia.
			50,000 feet b. m. do. 5 do.	57 00 do	
			35,000 feet b. m. do. 6 do.	59 00 do	
Aug. 4	June 30	J. Powell.....	500 feet b. m. St. Domingo mahogany, ½ to 3 inches thick.	200 00 do	Philadelphia.
			324 feet b. m. black walnut, 9 by 9 inches, 12 feet long.....	65 00 do	
			164 feet b. m. do. 14 by 14 do. 10 do.	65 00 do	
			10,000 feet b. m. do. ½ to 3 inches thick.....	65 00 do	
			300 feet b. m. black walnut veneers.....	65 00 do	
			6,000 feet b. m. cherry, ½ to 3 inches thick.....	75 00 do	
Aug. 2	June 30	Peck, Church & Co.....	5,000 cubic feet white oak curved timber.....	40 per cubic ft.	Brooklyn.
			5,000 cubic feet do straight timber.....	40 do	

			500 cubic feet do..... butts in the round.....	40	do	
			10,000 feet b. m. clear tough white oak boat boards, $\frac{3}{4}$ to $1\frac{1}{2}$ inch thick	50 00	per M feet.	
			5,000 feet b. m. clear white ash boards, 1 inch and under.....	35 00	do	
			15,000 feet b. m. do..... plank, $1\frac{1}{2}$ to 2 inches	35 00	do	
			20,000 feet b. m. do..... do..... $2\frac{1}{2}$ to 4 inches	35 00	do	
			10,000 feet b. m. clear cypress boards and plank $3\frac{3}{4}$ to $1\frac{1}{2}$ inches	40 00	do	
			300 cubic feet round ash logs, 14 feet long, $1\frac{1}{4}$ inches in diameter at top end	25	per cubic ft.	
Aug. 4	June 30	N. W. Coffin	1,000 feet b. m. St. Domingo mahogany, $\frac{1}{2}$ to 3 inches thick	150 00	per M feet.	Charlestown.
			15,000 feet b. m. black walnut, $\frac{1}{2}$ to 3 inches thick	63 00	do	
			3,000 feet b. m. cherry, $\frac{1}{2}$ to 3 inches thick	40 00	do	
			1,000 feet b. m. maple, 1 to $2\frac{1}{2}$ inches thick	55 00	do	
			20 black spruce spars, 40 to 50 feet long	4 00	each.	
			10 pieces black spruce spars, 51 to 65 feet long.....	10 00	do	
			150 black spruce shores, 30 to 40 feet long, 9 to 10 inches at butt	90	do	
			200 pieces black spruce poles, $2\frac{1}{2}$ to 4 inches diameter, 20 feet long.....	25	do	
Aug. 5	June 30	J. Wendell	2,331 feet white ash oar rafters, from 10 to 18 feet long.....	6 $\frac{1}{2}$	per foot.	Washington.
Aug. 5	June 30	Peters & Reid	10,000 feet b. m. clear white ash boards, 1 inch and under.....	40 00	per M feet.	Gosport.
			20,000 feet b. m. do..... plank, $1\frac{1}{2}$ to 2 inches	38 00	do	
			20,000 feet b. m. do..... do..... $2\frac{1}{2}$ to 4 inches	38 00	do	
			70,000 feet b. m. clear cypress boards, $\frac{1}{2}$ to $1\frac{3}{4}$ inch.....	38 00	do	
			25,000 feet b. m. elm plank, $2\frac{1}{2}$ to 4 inches	50 00	do	
			2,000 feet b. m. elm boards, $\frac{3}{8}$ to $1\frac{1}{2}$ inch.....	50 00	do	
			2,500 feet b. m. St. Domingo mahogany, 1 to 5 inches thick	200 00	do	
			4,000 feet b. m. bay wood, 1 to 4 inches thick	175 00	do	
			5,000 feet b. m. black walnut, $\frac{1}{2}$ to 4 inches thick	70 00	do	
			4,000 feet b. m. cherry, $\frac{1}{2}$ to 3 inches	70 00	do	
Aug. 6	June 30	Doughton & Wilson.....	50,000 ft. b. m. white pine boards, No. 1, $\frac{3}{8}$ to 1 inch, inclusive	38 00	do	Philadelphia.
			30,000 ft. b. m. white pine plank, No. 1, $1\frac{1}{4}$ to 2..... do.....	40 00	do	
			15,000 ft. b. m. do..... No. 1, $2\frac{1}{4}$ to 4..... do.....	40 00	do	
			20,000 ft. b. m. white pine stage plank, 3 inches thick, from 12 to 15 inches wide	22 00	do	
			500 cubic feet white pine logs	20	per cubic ft.	
			8,000 feet b. m. clear tough white oak boat boards, 1 to $1\frac{1}{2}$ inch thick.....	50 00	per M feet.	

LIST OF CONTRACTS—Continued.

Date.	Expiration	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. Aug. 6	1857. June 30	Doughton & Wilson—Continued.	5,000 feet b. m. clear white ash boards, 1 inch and under.. 2,000 feet b. m. not less than 21-inch wide plank, 1½ inch.. 10,000 feet b. m. clear white ash plank, 1½ to 2 inches.... 5,000 feet b. m. ....do.....2½ to 4...do..... 10,000 feet b. m. clear cypress boards and plank, from 1½ to 1 inch.....	\$52 00 per M feet. 65 00 do 52 00 do 52 00 do 35 00 do	Philadelphia.
Aug. 7	June 30	E. Pickrell.....	14,000 feet b. m. white pine No. 1 boards, ½ to 1 inch thick 14,000 feet b. m. ....do.....do.....1 to 2....do.... 3,000 feet b. m. ....do.....do.....2 to 3....do.... 20,000 feet b. m. ....do...No. 3...do.....¾ to 1....do....	38 60 do 38 60 do 38 60 do 15 50 do	Washington.
Aug. 7	June 30	J. Johnson.....	6,000 ft. b. m. clear white ash boards and plank, 1 to 2 inches 4,000 ft. b. m. clear cypress.....do.....1 to 1½ do.. 200 cubic feet yellow locust..... 600 cubic feet .....do..... 400 cubic feet .....do.....	60 00 do 60 00 do 1 00 per cubic ft. 1 00 do 1 00 do	Kittery. Brooklyn. Gosport.
Aug. 8	June 30	John West.....	600 cubic feet white oak curved timber..... 3,000 cubic feet...do...straight timber..... 500 cubic feet...do...butts in the round..... 5,400 cubic feet yellow pine mast and spar timber, different dimensions..... 40,000 cubic feet white oak plank stock logs..... 3,366 cubic feet white oak keel pieces, different sizes..... 3,309 cubic feet yellow pine mast and spar timber, different dimensions.....	75 do 45½ do 50 do 44½ do 49½ do 74 do 43½ do	Kittery. Charlestown.
Aug. 8	Dec. 1	G. T. Wallace.....	13,971 cubic feet, yellow pine mast and spar timber, different dimensions..... 40,000 cubic feet white oak plank stock logs..... 50,000 cubic feet yellow pine plank stock logs..... 10,000 cubic feet yellow pine mast and spar timber, different dimensions.....	44½ do 32 do 23½ do 31½ do	Philadelphia. Brooklyn. Gosport.

Aug. 8	June 30	S. Patterson.....	5,000 feet white ash oar rafters, 12 to 18 feet long.....	8 per foot.	Philadelphia.
			50 pieces white heart hickory bars, 12 to 14 feet long.....	1 50 each.	
Aug. 8	June 30	P. F. Schliecker.....	300 feet, board measure St. Domingo mahogany, $\frac{1}{2}$ to 3 inches thick.....	1 60 per M feet.	Kittery.
			1,000 feet, board measure, black walnut, $\frac{1}{2}$ to 3 inches thick.....	75 00 do	
			500 feet, board measure, cherry..... do.....	60 00 do	
			100 pieces white oak staves, in length 62 inches.....	65 00 per M.	
			400.....do.....do.....56.....do.....	55 00 do	
			1,000.....do.....do.....44.....do.....	50 00 do	
			1,000.....do.....do.....32.....do.....	50 00 do	
			100 pieces white oak heading, in length 34 inches.....	65 00 do	
			150.....do.....do.....32.....do.....	60 00 do	
			352 cubic feet white pine mast timber, different dimensions	65 per foot.	Brooklyn.
			252 inches white pine spar timber..... do.....	1 10 per inch.	
			500 feet, board measure, St. Domingo mahogany, $\frac{1}{2}$ to 3 inches thick.....	180 00 per M feet.	
			1,500 feet, board measure, black walnut, $\frac{1}{2}$ to 3 inches thick.....	48 00 do	
			500 feet, board measure, black walnut, branch veneers.....	48 00 do	
			1,000 feet, board measure, cherry, $\frac{1}{2}$ to 3 inches thick.....	73 00 do	
			500 feet, board measure, beech plank, $1\frac{1}{4}$ inch, 12 inches wide.....	60 00 do	
			40 maple joists, 4 inches square, 12 feet long.....	1 50 each.	
			1,000 pieces white oak staves, in length 62 inches.....	87 00 per M.	
			6,000.....do.....do.....56.....do.....	75 00 do	
			4,000.....do.....do.....44.....do.....	63 00 do	
			3,000.....do.....do.....32.....do.....	56 00 do	
			1,000 pieces white oak heading, in length 34 inches.....	60 00 do	
			2,000.....do.....do.....32.....do.....	60 00 do	
			3,000 pieces prime white ash barrel staves.....	30 00 do	
			1,000 cubic feet white oak curve timber.....	37 per foot.	Philadelphia.
			1,000 cubic feet white oak straight timber.....	35 do	
			500 cubic feet white oak butts, in the round.....	50 do	
			300 cubic feet yellow locust.....	1 10 do	
Aug. 8	June 30	G. F. Wallace.....	22,500 white ash oar rafters, 13 to 18 feet long.....	8 $\frac{1}{4}$ do	Gosport.
			200 pieces white heart hickory bars, 12 to 16 feet long.....	2 00 each.	
			20 pieces hickory butts, 14 feet long, 10 to 12 inches diameter at top end.....	2 00 do	
Aug. 9	June 30	S. P. Brown.....	1,000 inches black spruce spars, 5 to 10 inches diameter.....	15 per inch.	Kittery.
			20 pieces black spruce spars, 40 to 50 feet long.....	5 00 each.	

Aug. 9	June 30	William Lang	35,000 feet, board measure, white pine plank No. 2, 1½ to 2 inches, inclusive.....	30 00	do	Kittery. Charlestown.
			20,000 feet, board measure, white pine plank No. 2, 2½ to 3½ inches, inclusive.....	30 00	do	
			60,000 feet, board measure, white pine stage plank, 3 inches.....	25 00	do	
			500 pieces No. 1 Albany plank.....	25	per piece.	
			500 pieces No. 2..... do.....	20	do	
			500 pieces No. 1 Albany boards.....	17	do	
			500 pieces No. 2..... do.....	15	do	
			2,000 feet white ash oar rafters, 10 to 18 feet long.....	7½	per foot.	
			72 white heart hickory bars, 12 to 14 feet long.....	3 00	each.	
			1,000 cubic feet white pine logs.....	25	per cubic ft.	
			75,000 feet, board measure, white pine boards No. 2, ½ to 1 inch, inclusive.....	36 00	per M feet.	
			50,000 feet, board measure, white pine boards No. 3, ½ to 1 inch, inclusive.....	28 00	do	
			75,000 feet, board measure, white pine plank No. 2, 1½ to 2 inches, inclusive.....	36 00	do	
			10,000 feet, board measure, white pine plank No. 2, 2½ to 3½ inches, inclusive.....	33 00	do	
			10,000 feet, board measure, white pine plank No. 2, 4 to 5 inches, inclusive.....	30 00	do	
			40,000 feet, board measure, white pine stage plank, 3 inches.....	20 00	do	
			Aug. 11	June 30	W. Smith	
100 white heart hickory bars, 12 to 14 feet long.....	3 00	each.				
300 cubic feet white pine logs.....	30	per cubic ft.				
6,000 feet, board measure, white pine boards No. 1, ½ to 1 inch inclusive.....	40 00	per M feet.				
12,000 feet, board measure, white pine boards No. 2, ½ to 1 inch, inclusive.....	45 00	do				
15,000 feet, board measure, white pine plank No. 1, 1½ to 2 inches, inclusive.....	50 00	do				
6,000 feet, board measure, white pine plank No. 1, 2½ to 3 inches, inclusive.....	45 00	do				
12,000 feet, board measure, white pine plank No. 2, 1½ to 2 inches, inclusive.....	39 00	do				
6,000 feet, board measure, white pine plank No. 2, 2½ to 3½ inches, inclusive.....	38 00	do				
15,000 feet, board measure, white pine stage plank, 3 inches.....	32 00	do				

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1856. Aug. 11	1857 May 15	J. L. Foxwell & Co.....	3,000 cubic feet white oak curve timber	\$0 40 per cubic ft.	Gosport.
			1,000 cubic feet white oak straight timber	30 do	
			1,000 cubic feet white oak butts in the round	36 do	
Aug. 21	Dec 1	H B. Williams	40,000 cubic feet yellow pine plank, stock logs.....	22½ do	Charlestown.
Aug. 21	June 30	James Bigler	10,000 feet, board measure, white pine plank, 1½ to 2 inches thick	50 00 per M feet.	
			1,000 feet, board measure, cypress board plank, 3¼ to 1¼ inch	100 00 do	
Aug. 27	June 30	Theodore Mosher	700 feet, board measure, St. Domingo mahogany ½ to 4 inches thick	174 00 do	Washington.
			2,000 feet, board measure, black walnut, ½ to 4 inches thick	60 00 do	
			19,000 feet, board measure, white ash plank, 1½ to 2 inches.....	31 00 do	
			13,000 feet, board measure, white ash plank, 2½ to 4 inches.....	30 50 do	
Sept. 4	Dec. 1	S. G. Bogert.....	45,000 cubic feet white oak plank, stock logs	46½ per cubic ft.	Brooklyn.
Sept. 12	Dec. 1	S. P. Brown	45,000 cubic feet white oak plank, stock logs	54½ do	Kittery.
Sept. 23	Dec. 1	W. J. Morris	20,000 cubic feet white oak plank, stock logs	44 do	Philadelphia.
1855. Sept. 15	1856. Oct. 1	Hicks Worden.....	Live oak stems, apron, stemson, deadwood stern post, stern post knees, deadwood knees, keelsons, riders and hooks, estimated at 3,600 cubic feet	1 23 per cubic ft.	Gosport.
			Live oak frame timber of other kinds, estimated at 20,400 cubic feet.....	1 23 do	
			Live oak promiscuous timber, estimated at 6,000 cubic feet	1 23 do	
Sept. 19	Oct. 1	W. C. N. Swift	Live oak stems, apron, stemson, deadwood stern post, stern post knees, deadwood knees, keelsons, riders and hooks, estimated at 3,600 cubic feet	1 55 do	Warrington.
			Live oak frame timber of other kinds, estimated at 20,400 cubic feet.....	1 55 do	

Sept. 25	Oct. 1	H. R. Blanchard.....	Live oak promiscuous timber, estimated at 6,000 cubic feet.	1 30	do	
			Live oak stems, apron, stemson, deadwood stern post, stern post knees, deadwood knees, keelsons, riders and hooks, estimated at 3,600 cubic feet	1 75	do	Brooklyn.
			Live oak frame timber of other kinds, estimated at 20,400 cubic feet	1 30	do	
Sept 14	Oct. 1	James Big'er.....	Live oak promiscuous timber, estimated at 6,000 cubic feet.	1 00	do	
			Live oak stems, apron, stemson, deadwood, stern post, stern post knees, deadwood knees, keelsons, riders and hooks, estimated at 3,600 cubic feet.....	1 69	per cubic ft.	Kittery.
			Live oak frame timber of other kinds, estimated at 20,400 cubic feet.....	1 69	do	
			Live oak promiscuous timber, estimated at 6,000 cubic feet.	1 69	do	
			Live oak stems, apron, stemson, deadwood stern post, stern post knees, keelsons, deadwood knees, riders and hooks estimated at 3,600 cubic feet.....	1 68	do	Charlestown.
			Live oak frame timber of other kinds, estimated at 20,400 cubic feet	1 68	do	
			Live oak promiscuous timber, estimated at 6,000 cubic feet.	1 68	do	
			Live oak stems, apron, stemson, deadwood stern post, stern post knees, deadwood knees, keelsons, riders and hooks, estimated at 3,600 cubic feet.....	1 58	do	Philadelphia.
			Live oak frame timber of other kinds, estimated at 20,400 cubic feet	1 58	do	
			Live oak promiscuous timber, estimated at 6,000 cubic feet.	1 58	do	
1856.	1857.	Pease & Murphy.....	Boilers, &c , for steamer Mississippi	10,500	00	Brooklyn.
Feb. 28		do.....	Boilers, &c , for steamer Despatch	6,198	00	
Sept. 19	Dec. 1	John West.....	2,700 cubic feet white oak keel pieces, different sizes	1 19	per cubic ft.	Kittery.
Sept. 23			450 cubic feet white oak rudder stocks, different sizes	1 19	do	
			2,000 cubic feet white oak curved timber	79	do	Charlestown.
Sept. 23	Dec. 1	Geo. T. Wallace	3,856 cubic feet white oak keel pieces, different sizes	98½	do	Brooklyn.
			1,421 cubic feet white oak rudder stocks, different sizes ..	98½	do	
Oct. 2	Dec. 1	H. Buck	60,000 cubic feet yellow pine plank, stock logs	28½	do	
			10,636 cubic feet yellow pine beams, different dimensions.	45	do	
			9,400 cubic feet yellow pine beams, different dimensions ..	40	do	Philadelphia.

No. 5.

*Abstract of annual report from the Bureau of Provisions and Clothing,
dated November 1, 1856.*

Transmits estimates, with abstracts and statements.

Reports quality of provisions, clothing, and small stores.

Renews recommendations for creating grade of assistant pursers, and for change in navy ration.

Calls attention to the inadequacy of the pay of pursers' clerks at navy yards.

BUREAU OF PROVISIONS AND CLOTHING,
November 1, 1856.

SIR: I have the honor to submit the enclosed estimates, marked A, B, and C, showing the wants of this bureau for the fiscal year ending June 30, 1858, with abstracts and statements, marked E to O, inclusive.

The quality of provisions, clothing, and small stores received under contract during the last year has been excellent; and the contractors, generally, have fulfilled their engagements in a prompt and satisfactory manner.

It is the policy of the bureau to invite proposals for supplies from manufacturers and regular dealers in the articles required, and to endeavor to convince them that contracts will be awarded and enforced fairly and without favoritism. The result has been that the number of bidders has largely increased, and the list of contractors is now nearly or quite free from mere speculators, while it contains many manufacturers and dealers of the highest standing.

The inspectors in charge of provisions and clothing have zealously and ably seconded the efforts of the bureau to procure stores of the best quality, and to be always prepared to supply the requirements of the service so far as their own department is concerned.

The system of requiring these officers to act as storekeepers, as well as inspectors for this bureau, has fulfilled the expectations under which the change was made; and while the loss by condemnation of stores is materially diminished, it is now conceded on all hands that there is much more promptitude in supplying ships in the pursers' department than has ever before been attained.

I beg leave to renew the recommendation made in my last annual report for the creation of a grade of assistant pursers.

I would also ask your attention to the subject of introducing preserved meats and vegetables into the navy ration, the reasons for which are set forth in my report of last year.

The inadequacy of the pay of clerks to pursers stationed at navy yards bears heavily upon a deserving class of officers, whose duties are arduous and responsible, yet whose compensation is less than that

of other clerks at the same yards, as well as of many of the master mechanics.

The purser's assistant at the Washington yard has, during the past year, prepared the accounts of 1,200 to 1,500 workmen, semi-monthly, besides making out the monthly accounts of nearly 200 officers, and assisting the purser in making his quarterly returns and accounts, involving an annual sum of near \$800,000, all of which was expended in small sums. That assistant receives but \$750 per annum, while the pay of the clerk of the yard, and the 1st clerks to the commandant and storekeeper is \$1,200 each; that of most of the master mechanics is \$3 50 per day, or at the rate of \$1,095 50 per annum; and that of the 2d clerks to the commandant and storekeeper is \$960 and \$900, respectively. The most inexperienced clerk in any of the departments receives a salary of \$1,200, and a messenger is paid \$90 more than any purser's clerk at the Washington yard or elsewhere.

I am, sir, very respectfully, your obedient servant,

H. BRIDGE,
Chief of Bureau.

Hon. JAMES C. DOBBIN,
Secretary of the Navy.

Schedule of the papers which accompany the report of the Chief of the Bureau of Provisions and Clothing to the Secretary of the Navy, dated November 1, 1856.

- A.—Estimate of the expense of the bureau for the fiscal year.
- B.—Estimate for provisions for the navy for the fiscal year.
- C.—Estimate for contingent for the navy for the fiscal year.
- D.—Statement showing the value of provisions, clothing, and small stores on hand.
- E.—Statement showing the value of shipments made by the bureau to foreign stations.
- F.—Statement showing the cost of provisions, clothing, and small stores condemned.
- G.—Abstract of proposals received for navy supplies.
- H.—Abstract of proposals received for clothing and clothing materials.
- I.—Abstract of proposals received for small stores.
- K.—Abstract of proposals received for salt-water soap, candles, &c.
- L.—Abstract of proposals received for beef and pork.
- M.—Abstract of proposals received for fresh beef and vegetables.
- N.—Abstract of proposals received for transportation of stores.
- O.—Statement of contracts made by the bureau during the year.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing, for the fiscal year ending June 30, 1858.

For salary of one clerk of the fourth class, per act of Congress of March 3, 1853	-	-	-	-	\$1,800 00
For salaries of four clerks of the second class, per acts of Congress of March 3, 1853, and April 22, 1854	-	-	-	-	5,600 00
For salary of one messenger, per joint resolution of Congress of August 18, 1856	-	-	-	-	840 00
For salary of one laborer, per joint resolution of Congress of August 18, 1856	-	-	-	-	600 00
					<u>8,840 00</u>

Contingent.

For blank books, stationery, and miscellaneous items	-				<u>700 00</u>
Appropriated for the year ending June 30, 1857—					
For salaries of clerks, messenger, and laborer	-				8,840 00
For contingent	-	-	-	-	700 00
					<u>9,540 00</u>

Asked to be appropriated for the year ending June 30, 1858—					
For salaries of clerks, messenger, and laborer	-				8,840 00
For contingent	-	-	-	-	700 00
					<u>9,540 00</u>

H. BRIDGE,
Chief of Bureau.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

B.

Estimate from the Bureau of Provisions and Clothing for that portion of the naval service coming under its cognizance, for the fiscal year ending June 30, 1858.

ESTIMATE FOR PROVISIONS FOR 7,500 MEN.

One ration per day, for 7,500 men, would be for the year, 2,737,500 rations, at 25 cents each - -	\$684,375 00
One ration per day for 750 commission and warrant officers "attached to vessels for sea service," for the year would be 273,750 rations, at 25 cents each - -	68,437 50
One ration per day for 750 officers and marines, "attached to vessels for sea service," would be 273,750 rations, at 25 cents each - - - -	68,437 50
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 March 3, 1847, and August 3, 1848 - - - -	29,200 00
Aggregate amount required - - - -	<u><u>850,450 00</u></u>

H. BRIDGE,
Chief of Bureau.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

C.

Estimate of the sum which will be required by the Bureau of Provisions and Clothing, under the head of contingent, for the fiscal year ending June 30, 1858.

CONTINGENT.

To meet the demands upon the bureau for candles, freight to foreign stations, transportation from station to station within the United States, cooperage, pay of assistants to inspectors, advertising for proposals, printing pursers' blanks, and stationery for cruising vessels -	<u><u>\$68,000 00</u></u>
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H. BRIDGE,
Chief of Bureau.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

D.

Statement showing the value of provisions, clothing, small stores, and contingent on hand at the United States navy yards, and at naval depots on foreign stations, July 1, 1856.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingent.
Portsmouth, N. H.....	July 1, 1856				\$44 18
Boston, Mass.....	do.....	\$74,192 53	\$67,892 49	\$13,186 11	5,840 60
New York.....	do.....	107,105 70	111,802 47	12,910 60	4,782 98
Philadelphia, Pa.....	do.....	4,585 62	13,365 97	1,977 66	164 04
Washington, D.C.....	do.....	1,904 03	171 14	82 27	164 40
Norfolk, Va.....	do.....	87,171 64	52,795 45	18,859 49	1,540 36
Warrington, Fla.....	do.....	6,521 55	16,141 93	4,814 38	1,265 27
Mare Island, Cal.....	do.....	237 92	19,775 44	3,739 72	45 84
Valparaiso, Chile.....	do.....	28,287 67	18,093 59	3,354 99	1,562 18
Rio de Janeiro, Brazil.....	do.....	12,715 26	13,222 26	2,952 32	2,055 82
Spezzia, Sardinia.....	do.....	28,924 23	25,424 07	5,153 71	2,611 85
Porto Praya, Cape de Verdes.....	do.....	13,299 95	10,606 62	2,316 00	2,784 53
°Hong Kong, China.....	April 1, 1856	4,822 20	34,052 44	3,556 54	-----
Total.....		369,768 31	383,343 87	72,903 79	22,852 05

° Latest returns received at the Bureau from Hong Kong, China.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

E.

Statement showing the value of shipments made by the Bureau of Provisions and Clothing to the United States naval squadrons on foreign stations, during the fiscal year ending June 30, 1856.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingent.
China squadron.....	Jan. 6, '56	\$23,688 28	\$12,709 84	\$2,004 64	-----
China squadron.....	June 9, '56	8,190 77	-----	-----	-----
Mediterranean squad'n.....	Dec. '55	40,573 61	10,896 54	2,605 74	\$2,322 90
African squadron.....	Nov. 26, '55	8,234 01	2,064 99	1,482 58	435 00
African squadron.....	Feb. 19, '56	16,198 22	-----	447 03	696 00
African squadron.....	May 10, '56	7,981 09	1,495 01	728 96	-----
Brazil squadron.....	Feb. 26, '56	18,409 84	2,556 68	2,597 03	1,517 03
Pacific squadron.....	July '55	-----	1,533 00	-----	-----
Pacific squadron.....	Dec. 22, '55	28,823 56	11,821 94	3,022 04	-----
Pacific squadron.....	Feb. 6, '56	27,317 97	12,662 49	2,677 29	-----
Pacific squadron.....	June 19, '56	1,909 91	-----	-----	-----
Total.....		181,327 26	55,800 49	15,625 31	4,970 93

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

F.

Statement showing the cost of provisions, clothing, and small stores condemned on board the national vessels and at the naval stores at home and abroad, or otherwise destroyed, loss by leakage, evaporation, or other casualties of the service; also the amount condemned and sold at auction, with the amount of the net proceeds of such sales, from July 1, 1855, to June 30, 1856, inclusive, so far as returns have been received.

Stations.	Provisions.		Clothing.		Small stores.	
	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.
Portsmouth, N. H.-----	\$400 81	⊙\$1,064 41				†\$33 67
Boston, Mass.-----	1,343 90	559 94	\$4,266 16	\$1,153 03	\$155 52	60 36
New York.-----	2,560 71	1,004 19	20,792 89	4,812 99	178 18	98 32
Philadelphia, Pa.-----	1,183 28	272 41	3,423 32	790 09		
‡Washington, D. C.-----						
Norfolk, Va.-----	7,781 86	1,273 11	14,679 73	3,547 37	1,840 09	258 74
Warrington, Fla.-----	1,653 72	382 26	8,144 25	25 02	216 96	43 65
Mare Island, Cal.-----	474 79	48 03	1,535 65	397 22	527 14	40 84
Rio de Janeiro, Brazil.-----	479 04	32 18	62			
Hong Kong, China.-----	14,095 87	6,454 14	1,649 87		761 66	
Porto Praya, Cape de Verde Islands.-----	2,739 45	804 65			161 58	8 35
Spezzia, Sardinia.-----	283 88					
Valparaiso, Chile.-----	108 51	12 14	40 29	6 07	1,046 96	459 80
The several national vessels.-----	5,066 39	148 88	21 55		151 68	
Total.-----	38,172 21	12,056 34	54,554 33	10,731 79	5,039 77	1,003 73

⊙ A portion of the cost embraced in the schedule for last year.

† Cost embraced in schedule for last year.

‡ No condemnations at this station.

G.

Abstract of proposals received for navy supplies for the fiscal year ending June 30, 1857, under the advertisement of the Bureau of Provisions and Clothing, dated March 17, 1856.

Names.	Residence.	Flour—per barrel.			Biscuit—per 100 pounds.						
		Boston.	New York.	Norfolk.	Boston.		New York.		Norfolk.		
					Tight.	Flour.	Tight.	Flour.	Tight.	Flour.	
Bradford & Macomber	Boston, Mass.										
Levi Bartlett & Co.	do										
Andrew H. Ward, jr.	do										
A. M. Coffin ^o	New York										
E. Treadwell & Sons	do						\$5 17	\$4 47			
Wm. K. Lewis & Bros.	Boston, Mass.										
Thomas J. Dunbar & Co.	do										
Peters & Reed	Portsmouth, Va.	\$10 75	\$10 50	\$10 50							
Mullett & Bradbury	Boston, Mass.	8 98									
William Lang	do	11 50	11 48	11 50							
David Cooper	Philadelphia, Penn.										
Charles T. Goodwin	New York		9 00	9 00			5 10	4 30	\$5 50	\$4 70	
Ricketts & Wattson	Philadelphia, Penn.				\$5 98	\$5 47			5 94	5 45	
Joseph McKee	New York										
William Mathews	do										
John A. Higgins	Norfolk, Va.	10 38	10 23	9 87							
Jos. J. O'Donohue ^o	New York										
Nathaniel S. Bailey	do		10 50								
Mrs. John Doughty ^o	Philadelphia, Penn.										
M. Bartlett	Boston, Mass.	7 63	7 55		5 29½	4 60	5 11½	4 47		4 99	
James Weld & Co.	do				5 98	4 98					
St. John O'Doris ^o	Philadelphia, Penn.										

Ingham Coryell	Lambertville, N. J.									
Samuel Barstow	New York									
Stephen Bartlett	Boston, Mass.									
Henry B. Williams	do.	8 87½								
Silkman, Sheffield & Co.	New York									
Dayton, Sprague & Co.	do.									
Thomas Brown	Georgetown, D. C.	6 87	6 75	6 75	5 47	4 59	5 27	4 60	5 10	4 57
G. K. Tyler	Baltimore, Md.	9 15	9 15	9 15	5 74	4 99	5 57	4 92	5 40	4 79
Frank Zantzinger	Norfolk, Va.		9 95							
J. Thomas Davis	Georgetown, D. C.	9 17	8 42							
P. H. Whitehurst	Norfolk, Va.									

° Informal.

ABSTRACT—Continued.

Names.	Residence.	Whiskey.			Sugar.			Tea.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
		Gallon.	Gallon.	Gallon.	Pound.	Pound.	Pound.	Pound.	Pound.	Pound.
Bradford & Macomber	Boston, Mass.	\$0 41½	\$0 41½	\$0 41½	\$0 09½	\$0 09½				
Levi Bartlett & Co.	do.				9.70			\$0 43	\$0 44	\$0 46
Andrew H. Ward, jr.	do.									
A. M. Coffin ^o	New York									
E. Treadwell & Sons	do.									
William K. Lewis & Bros.	Boston, Mass.									
Thomas J. Dunbar & Co.	do.	40								
Peters & Beed	Portsmouth, Va.	44	40	40	11	11	\$0 11			
Mullett & Bradbury	Boston, Mass.	44.98			8.47			39.74		
William Lang	do.	38	38	38	8.48	8.40	8.75	43	43	44
David Cooper	Philadelphia, Penn.				12½	12½		74	70	
Charles T. Goodwin	New York									
Ricketts & Wattson	Philadelphia, Penn.									
Joseph McKee	New York								39.4	
William Mathews	do.					8½				
John A. Higgins	Norfolk, Va.	46	42	40	9	9	9	58	57	57
Jos. J. O'Donohue ^o	New York									
Nathaniel S. Bailey	do.		42			9			52	
Mrs. John Doughty ^o	Philadelphia, Penn.									
M. Bartlett	Boston, Mass.									
James Weld & Co.	do.									
St. John O'Dois ^o	Philadelphia, Penn.									
Ingham Coryell	Lambertville, N. J.	37	35	37						
Samuel Barstow	New York								43½	
Stephen Bartlett	Boston, Mass.				8½					

Henry B. Williams	do						41½	
Silkman, Sheffield & Co.	New York				10			45
Dayton, Sprague & Co.	do	39	38	40				
Thomas Brown	Georgetown, D. C.							
G. K. Tyler	Baltimore, Md.							
Frank Zantzinger	Norfolk, Va.							
J. Thomas Davis	Georgetown, D. C.							
P. H. Whitehurst	Norfolk, Va.							

* Informal.

ABSTRACT—Continued.

Names.	Residence.	Coffee.	Rice.			Molasses.			Vinegar.		
		New York.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
		Pound.	Pound.	Pound.	Pound.	Gallon.	Gallon.	Gallon.	Gallon.	Gallon.	Gallon.
Bradford & Macomber	Boston, Mass.					\$0 48	\$0 48	\$0 48	\$0 18	\$0 18	18
Levi Bartlett & Co.	do		\$0 05. 40			42			17		15
Andrew H. Ward, jr.	do								13	14	
A. M. Coffin ^o	New York										
E. Treadwell & Sons	do										
William K. Lewis & Bros.	Boston, Mass.										
Thomas J. Dunbar & Co.	do										
Peters & Reed	Portsmouth, Va.					60	60	60	24	24	24
Mullett & Bradbury	Boston, Mass.		5. 49			39. 98			14. 99		
William Lang	do	\$0 12	5. 25	\$0 05. 18	\$0 05. 48	49	49	52	16	18	18
David Cooper	Philadelphia, Penn.	13							26	24	
Charles T. Goodwin	New York										
Ricketts & Wattson	Philadelphia, Penn.										
Joseph McKee	New York	13. 9									
William Mathews	do			5. 2			54			19	
John A. Higgins	Norfolk, Va.	13 ⁷ / ₈	5 ⁷ / ₈	5. 70	5. 73	47	43	43	24	22	24
Jos. J. O'Donohue ^o	New York										
Nathaniel S. Bailey	do	12 ³ / ₄		5. 8							
Mrs. John Doughty ^o	Philadelphia, Penn.										
M. Bartlett	Boston, Mass.										
James Weld & Co.	do										
St. John O'Doris ^o	Philadelphia, Penn.										
Ingham Coryell	Lambertville, N. J.										
Samuel Barstow	New York										
Stephen Bartlett	Boston, Mass.										

Henry B. Williams	do		5½							
Silkman, Sheffield & Co	New York	13					55			
Dayton, Sprague & Co	do									
Thomas Brown	Georgetown, D. C.									
G. K. Tyler	Baltimore, Md.									
Frank Zantzing	Norfolk, Va.						50			
J. Thomas Davis	Georgetown, D. C.									
P. H. Whitehurst	Norfolk, Va.									

° Informal.

ABSTRACT—Continued.

Names.	Residence.	Pickles.			Beans.			Dried apples.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
		<i>Pound.</i>	<i>Pound.</i>	<i>Pound.</i>	<i>Bushel.</i>	<i>Bushel.</i>	<i>Bushel.</i>	<i>Pound.</i>	<i>Pound.</i>	<i>Pound.</i>
Bradford & Macomber	Boston, Mass.	\$0 05	\$0 05	\$0 05						
Levi Bartlett & Co.	do.							\$0 07½		
Andrew H. Ward, jr.	do.									
A. M. Coffin ^c	New York									
E. Treadwell & Sons	do.									
William K. Lewis & Bros.	Boston, Mass.	5½	5½	5½						
Thomas J. Dunbar & Co.	do.									
Peters & Reed	Portsmouth, Va.				\$2 47	\$2 42	\$2 42	8½	\$0 07½	\$0 07
Mullett & Bradbury	Boston, Mass.	6.24			2 43			6.74		
William Lang	do.				2 48	2 48	2 56	9	8½	9
David Cooper	Philadelphia, Penn.	5 62½	5½							
Charles T. Goodwin	New York									
Ricketts & Wattson	Philadelphia, Penn.									
Joseph McKee	New York								7. 7	
William Mathews	do.									
John A. Higgins	Norfolk, Va.	8½	8	8	3 28	3 10	2 83	8½	7½	7
Jos. J. O'Donohue ^c	New York									
Nathaniel S. Bailey	do.					2 80			9½	
Mrs. John Doughty ^c	Philadelphia, Penn.									
M. Bartlett	Boston, Mass.									
James Weld & Co.	do.									
St. John O'Doris ^c	Philadelphia, Penn.									
Ingham Coryell	Lambertville, N. J.									
Samuel Barstow	New York								8	
Stephen Bartlett	Boston, Mass.									

Henry B. Williams	do.				2 50				
Silkman, Sheffield & Co	New York								
Dayton, Sprague & Co	do.								
Thomas Brown	Georgetown, D. C.								
G. K. Tyler	Baltimore, Md.								
Frank Zantzing	Norfolk, Va.					2 73	2 73	8½	8½
J. Thomas Davis	Georgetown, D. C.								
P. H. Whitehurst	Norfolk, Va.						2 50	6½	5½

• Informal.

Nathan F. Rice, biscuit, at Warrington, Florida, $4\frac{7}{8}$ cts. per pound.
 Thomas Coulin, do. do. 7 do.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

SECRETARY OF THE NAVY.

H.

Abstract of proposals for "clothing and clothing materials," received under the advertisement of the Bureau of Provision and Clothing, dated April 2, 1856.

Names.	Residence.	Pea jackets.	Round jackets.	Flannel jumpers.	Blue cloth trowsers.	Satinet trowsers.	Canvas duck trowsers.	Barnsley shooting frocks.	Flannel overshirts.	Flannel undershirts.	Flannel drawers.	Satinet.
		Each.	Each.	Each.	Pair.	Pair.	Pair.	Each.	Each.	Each.	Pair.	Yard.
Farrar & Cutler	Dexter, Maine.			\$1 40			\$1 37½	\$1 42	\$1 70	\$1 17	\$1 10	
Henry Newton	North Weymouth, Mass.											
Wm. B. Lovejoy	Boston, Massachusetts	\$11 06	\$7 74	1 49½	\$4 73	\$2 95 ² / ₁₀			1 73	1 18½	1 21	
G. V. Fox, agent	Lawrence, Massachusetts											\$0 90
Wm. F. Eustis	Boston, Massachusetts											
Robert Swaffield	New York		6 35		3 62	2 18 ³ / ₁₀	1 34	1 23 ² / ₁₀				
William Mathews	New York		6 42	1 42	3 44	2 27	4 26	1 26	1 65	1 11	1 09	72
Gardner, Brewer & Co.	Boston, Massachusetts											
Peter Clogher, agent	Utica, New York											62½
Whiting, Kahoe & Galloupe	Boston, Massachusetts	9 84	6 40	1 36	3 60	2 18	1 18	1 30	1 60	1 00	1 12	
Stein Brothers	Baltimore, Maryland	9 40	6 90	1 38	3 80	2 30	1 50	2 80	1 45	97	95	
Charles Backster, jr.	New York											
Wm. 1 and & Co.	New York											
Wall & Stephens	Washington, D. C.			1 44					1 52	1 35½	1 31	
Sumner Flagg	Boston, Massachusetts											

ABSTRACT—Continued.

Names.	Residence.	Blue flannel.	Barnsley sheeting.	Canvas duck.	Nankin.	Calfskin shoes.	Kipskin shoes.	Woolen socks.	Mattresses.	Blankets.	Caps.	Handkerchiefs.
		<i>Yard.</i>	<i>Yard.</i>	<i>Yard.</i>	<i>Yard.</i>	<i>Pair.</i>	<i>Pair.</i>	<i>Pair.</i>	<i>Each.</i>	<i>Each.</i>	<i>Each.</i>	<i>Each.</i>
Farrar & Cutler	Dexter, Maine	\$0 38								\$2 50		
Henry Newton	North Weymouth, Mass.					\$1 66	\$1 64					
Wm. B. Lovejoy	Boston, Mass.											
G. V. Fox, agent	Lawrence, Mass.	44										
Wm. F. Eustis	Boston, Mass.	42										
Robert Swaffield	New York										\$0 65	
William Mathews	New York	39	\$0 60 ³ / ₀	\$0 31 ³ / ₀	\$0 10 ³ / ₀					1 79	58	\$0 85 ³ / ₀
Gardner, Brewer & Co	Boston, Mass.							\$0 34		2 00		
Peter Clogher, agent	Utica, New York	40										
Whiting, Kahoe & Galloupe	Boston, Mass.	39						37 ¹ / ₂		2 25	63	
Stein Brothers	Baltimore, Maryland											
Charles Backster, jr.	New York										69	
Wm. Brand & Co	New York		61 ³ / ₄	32								
Wall & Stephens	Washington, D. C.											
Sumner Flagg	Boston, Mass.								\$5 50			

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

I.

Abstract of proposals received for "small stores," under the advertisement of the Bureau of Provisions and Clothing, dated April 12, 1856.

Articles.	Howard & Bro., New York.	John S. Levy, Portsmouth, Virginia.	Robert Taylor, New York.	Nathaniel S. Bailey, New York.	Wm. Mathews, New York.	John A. Higgins, Norfolk, Virginia.	Merritt & Noe, New York.
Boxes, shaving.....each.....	\$0 25	\$0 30	\$0 30	\$0 32	\$0 27	\$0 20	\$0 26
Brushes, shaving.....do.....	2	3	5	10	5	4	8
Brushes, scrub.....do.....	22	28	21	30	20	19	18
Brushes, shoe.....do.....	17	16	25	28	20	15	15
Brushes, clothes.....do.....	5	10	12	12	10	7	10
Buttons, navy, vest.....gross.....	3 00	2 40	3 00	2 00	2 00	2 75	2 12
Buttons, navy, medium.....do.....	3 50	2 76	3 75	3 00	3 00	3 15	4 50
Buttons, navy, coat.....do.....	4 00	2 40	6 00	4 00	4 00	4 50	4 75
Buttons, dead-eye.....do.....	12	12	13	10	15	12	12½
Beeswax.....pound.....	35	24	40	30	30	23	30
Combs, coarse.....dozen.....	2 20	3 00	3 00	2 75	2 50	2 50	2 50
Combs, fine.....do.....	3 10	2 00	2 40	2 00	1 90	1 80	1 80
Grass.....100 hands.....	2 00	3 00	3 75	2 00	2 25	2 25	2 24
Jackknives.....each.....	27½	23	32	35	30	25	31
Razors.....do.....	25	22	37	35	25	20	31
Razor straps.....do.....	18	20	38	35	20	20	24
Scissors.....do.....	20	15	33	20	16	13	13
Spoons.....do.....	12	12½	10	12	10	9	9
Blacking.....dozen.....	40	36	40	40	50	36	50
Cotton, spools.....do.....	50	50	50	40	45	45	45
Handkerchiefs, cotton.....each.....	20	18	16	20	12	14	12½
Needles.....1,000.....	75	80	1 12	40	70	50	70
Ribbon, hat.....piece.....	80	80	80	80	65	75	70
Soap, shaving.....dozen.....	12	36	25	10	12	12	12½
Silk, sewing.....pound.....	4 50	3 50	7 50	3 00	4 25	5 50	5 50
Thread, black and white.....do.....	98	90	1 12	85	90	85	95
Tape, white.....dozen.....	20	36	30	20	30	25	30
Tape, black.....do.....	30	24	25	30	20	20	18
Thimbles.....each.....	1	1	2	8	1	1	2

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

K.

Abstract of proposals received for "salt-water soap," "candles," "mustard seed," "black pepper," "bottles," and "corks," under the advertisement of the Bureau of Provisions and Clothing, dated April 12, 1856,

Names.	Residence.	Soap, pound.	Candles, pound.	Mustard, pound.	Pepper, pound.	Bottles, gross.	Corks, gross.
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Nathaniel S. Bailey	New York			17	16	2. 05	40
Merritt & Noe	New York			12½	15½	2. 30	50
George T. Baker & Son.	New Bedford, Mass.		30				
John A. Higgins	Norfolk, Virginia		35				
John A. Higgins	Norfolk, Virginia			16	15	1. 73	28
John A. Higgins	Norfolk, Virginia	6. 86					
Speare, Burke & Co.	Boston, Massachusetts	5. 7. 16					
George G. Glazier	New York	6. 45					
E. A. & W. Winchester	Boston, Massachusetts	5. 87					
William Mathews	New York			9½	11	2. 10	40

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

L.

Abstract of proposals received for the supply of "navy beef" and "navy pork," for the year 1857, under the advertisement of the Bureau of Provisions and Clothing, dated June 2, 1856.

Names.	Residence.	Beef, per barrel, at—			Pork, per barrel, at—		
		Boston	N. Y.	Norf'k	Boston	N. Y.	Norf'k
D. Pulsifer & Co.	Boston				\$17 73	\$18 33	\$19 37
H. Jacobs & Son	Boston	\$18 15	\$18 15		19 35	19 35	
Jacob Alburger & Co.	Philadelphia	18 47		\$18 50	20 97		21 06
E. A. & W. Winchester	Boston	18 95			19 47		
Jno. J. Douglas and others ^o	Erie, Penn.	16 85	16 49	16 99	18 80	18 49	18 99
W. & R. Rice & Co.	Boston				18 95		
James O. Adams†	Baltimore	17 96	17 96	17 96	19 90	19 96	19 96
Lorenzo Cadwell	New York	15 73	15 33	15 93	17 73	17 33	17 93
Charles H. Wheeler	Milwaukie	15 89	14 89	15 89	19 87	18 87	19 87
Hiram Slocum	Troy, New York	16 85	16 85	16 85	19 25	18 45	19 25
Cragin & Co.	New York	15 90	14 90	16 38	18 38	17 90	18 90

^o Does not offer for the quantity advertised for at Boston and New York.

† Not signed.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

M.

Abstract of proposals received for the supply of fresh beef and vegetables at the several navy-yards, during the fiscal year ending June 30, 1857, 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.
		<i>Cents.</i>	<i>Cents.</i>
Joseph B. Currier.....	Portsmouth, N. H.....	11	1½
Chapin & Sawyer.....	Charlestown, Mass.....	11. 72	2. 95
Isaac H. Parker.....	do.....	12¼	4
George Haws.....	Brooklyn, N. Y.....	6. 98	1. 24
Henry A. Weeks.....	do.....	7. 47	1. 60
William Kuler.....	do.....	8	2½
William Jenkins.....	do.....	5½	1
John Gibbons.....	do.....	6½	1
George Goodheart.....	do.....	7	1
James Irving.....	do.....	8	1
John J. Smith.....	Philadelphia, Penn.....	8½	3
William Shriver.....	do.....	10	5½
Edward Wartman.....	do.....	10¾	4¾
George W. Pappler.....	Baltimore, Md.....	12	3½
Phillip Otterback.....	Washington, D. C.....	14	7
William Ward.....	Gosport, Va.....	12½	3½
Henry A. Nunes.....	Warrington, Fla.....	8 a 15	3
William T. Bell.....	do.....	6¼ a 11¼	4¼
William McVoy.....	do.....	7 a 15	3½
Joseph Serra.....	do.....	6¾ a 11¼	3¾
Celestine Serra.....	do.....	6½ a 11½	3¾
G. W. Sutliff.....	San Francisco, Cal.....	13	3¾
Samuel B. Sherwood.....	do.....	13	3. 62¼

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

N.

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 navy agent, (by direction of the Bureau of Provisions and Clothing,) dated October 23, 1855.

Names.	Name of vessel.	Price per barrel.
William H. Parks.....	.....	\$1 50
Daniel Draper & Son.....	.....	2 74
John C. Berry.....	Brig Trenton.....	2 00
Henry Lincoln.....	Bark Ida.....	3 75
J. Kelly.....	.....	3 00

N—Continued.

Abstract of proposals received for the transportation of stores from the navy yard, Charlestown, Massachusetts, to Spezzia, Sardinia, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated November 19, 1855.

Names.	Name of vessel.	Price per barrel.
Wheelwright & Cobb.....	Bark Scotland.....	\$1 99
Baker & Morrill.....	Barks Starlight and Cecilia...	1 34
William H. Clay.....	Mary and Martha.....	1 24

Abstract of proposals for the transportation of stores from the navy yard, Brooklyn, New York, to San Francisco, California, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated November 27, 1855.

Names.	Name of vessel.	To San Francisco.	To Valparaiso.
		Price per bbl.	Price per bbl.
Sutton & Co.....	Aurora.....	\$2 44	.....
Grinnell, Minturn & Co.....	Adelaide.....	5 00	.....
Wm. A. Meade & Co.....	.....	3 25	.....
James Smith & Son.....	Defiance.....	2 43	.....
M. M. Freeman & Co.....	Rebecca.....	.....	\$2 44
Young, Wallace & Co.....	Chanticleer.....	.....	2 95
Annan, Talmadge & Co.....	Star of Hope.....	2 37½	.....
Chambers & Heiser.....	Golden City.....	4 00	4 00
Alfred Ladd.....	Louisa.....	.....	3 00
John Ogden.....	Ino.....	3 50	3 50
William T. Coleman.....	Sea Nymph.....	3 00	.....
S. G. Shepherd.....	.....	.....	2 37½

REPORT OF THE

N—Continued.

Abstract of proposals received for the transportation of stores from the navy yard, Charlestown, Massachusetts, to Port Praya, Cape de Verde, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated January 24, 1856.

Names.	Name of vessel.	Price per barrel.
Henry O. S. Skinner.....	Brig Renown.....	\$3 00
M. Bartlett.....	Brig Waterwitch.....	1 95
Daniel Draper & Son.....		1 94
Baker & Morrill.....	Bark Mary F. Slade.....	1 69
J. C. Tyler.....		2 00
Henry Lincoln.....		2 45
John Dole.....	Brig Rainbow.....	1 62½

Abstract of proposals received for the transportation of stores from the navy-yard, Charlestown, Massachusetts, to Mare island, California, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated October 6, 1856.

Names.	Name of vessel.	Price per barrel.
Glidden & Williams.....		\$2 74
N. W. Coffin.....		3 50
N. A. Bridge.....		2 75

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

O.—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, 1857; 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.
Thomas Brown -----	April 24, 1856	Flour -----	\$6 87 per barrel--	Charlestown, Mass.
Do -----	do -----	Biscuit, (in flour barrels) -----	6 75 do -----	Brooklyn, N. Y., and Gosport, Va.
		Biscuit, (in tight barrels) -----	4 59 per 100 pounds--	Charlestown, Mass.
		Biscuit, (in flour barrels) -----	5 10 do -----	Gosport, Va.
William Mathews -----	do -----	Sugar -----	4 57 do -----	Do.
Andrew H. Ward, jr. -----	do -----	Vinegar -----	8 $\frac{3}{8}$ per pound--	Brooklyn, N. Y.
			13 per gallon--	Charlestown, Mass.
			14 do -----	Brooklyn, N. Y.
			15 do -----	Gosport, Va.
Charles T. Goodwin -----	April 25, 1856	Biscuit, (in tight barrels) -----	5 10 per 100 pounds--	Brooklyn, N. Y.
		Biscuit, (in flour barrels) -----	4 30 do -----	Do.
Peters & Reed -----	April 28, 1856	Beans -----	2 42 per bushel--	Brooklyn, N. Y., and Gosport, Va.
John A. Higgins -----	do -----	Molasses -----	43 per gallon--	Do. do.
P. H. Whitehurst -----	do -----	Dried apples -----	6 $\frac{1}{4}$ per pound--	Brooklyn, N. Y.
			5 $\frac{1}{8}$ do -----	Gosport, Va.
Joseph McKee -----	do -----	Tea -----	39. 4 do -----	Brooklyn, N. Y.
Ingham Coryell -----	do -----	Whiskey -----	35 per gallon--	Do.
			37 do -----	Charlestown, Mass., and Gosport, Va.
Mullett & Bradbury -----	do -----	Molasses -----	39. 98 per gallon--	Charlestown, Mass.
Do -----	do -----	Sugar -----	8. 47 per pound--	Do.
Do -----	do -----	Dried apples -----	6. 74 do -----	Do.
Do -----	do -----	Tea -----	39. 74 do -----	Do.
Do -----	do -----	Beans -----	2 43 per bushel--	Do.
Bradford & Macomber -----	April 30, 1856	Pickles -----	5 per pound--	Charlestown, Mass., Brooklyn, N. Y., and Gosport, Va.
Mathew Bartlett -----	May 6, 1856	Biscuit, (in tight barrels) -----	5 29 $\frac{1}{2}$ per 100 pounds--	Charlestown, Mass.
William Lang -----	April 30, 1856	Coffee -----	12 per pound--	Brooklyn, N. Y.
Do -----	do -----	Tea -----	44 do -----	Gosport, Va.
Do -----	do -----	Sugar -----	8 $\frac{3}{8}$ do -----	Do.
Do -----	do -----	Rice -----	5 $\frac{1}{4}$ do -----	Charlestown, Mass.

STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
William Lang-----	April 30, 1856	Rice-----	\$0 05. 18 per pound--	Brooklyn, N. Y.
			5. 48 do-----	Gosport, Va.
William Mathews-----	May 5, 1856	Barnsley sheeting-----	6. 4 per yard--	Charlestown, Mass., Brooklyn, N. Y.,
		Canvas duck-----	31. 9 do.	and Gosport, Va.
		Nankin-----	10. 7 do.	
		Black silk handkerchiefs-----	85. 9 each.	
Whiting, Kehoc & Galloupe-----	May 6, 1856	Blue flannel jumpers-----	1 36 do-----	Do. do.
		Blue cloth trowsers-----	3 60 per pair.	
		Satinet trowsers-----	2 18 do.	
		Canvas duck trowsers-----	1 18 do.	
		Blue cloth caps-----	63 each.	
Sumner Flagg-----	do-----	Matresses and covers-----	5 50 do-----	Do. do.
Henry Newton-----	do-----	Calfskin shoes-----	1 66 per pair--	Do. do.
		Kipskin shoes-----	1 64 do.	
Gardner, Brewer & Co-----	May 7, 1856	Woolen socks-----	34 do.-----	Do. do.
		Blankets-----	2 00 each.	
Robert Swaffield-----	May 8, 1856	Blue cloth round jackets-----	6 35 do-----	Do. do.
		Barnsly sheeting, frock-----	1 23. 3 do.	
Stein Brothers-----	do-----	Blue pilot cloth pea jackets-----	9 40 do-----	Do. do.
		Blue flannel overshirts-----	1 45 do.	
		Blue flannel undershirts-----	97 do.	
		Blue flannel drawers-----	95 per pair.	
Farrar & Cutler-----	May 9, 1856	Blue flannel-----	38 per yard--	Do. do.
Peter Clogher, agent-----	May 7, 1856	Blue satinet-----	62½ do-----	Do. do.
William Mathews-----	May 20, 1856	Mustard seed-----	9½ per pound--	Brooklyn, N. Y.
		Black pepper-----	11 do.	
		Bottles-----	2 10 per gross.	
		Corks-----	40 do.	
Do-----	do-----	Small stores, viz:		
		Boxes, shaving-----	27 each-----	Charlestown, Mass., Brooklyn, N. Y.,
		Brushes, shaving-----	5 do.	and Gosport, Va.
		Brushes, scrub-----	20 do.	

			Brushes, shoe.....	20	do.		
			Brushes, clothes.....	10	do.		
			Buttons, navy, vest.....	2 00	per gross.		
			Buttons, navy, medium.....	3 00	do.		
			Buttons, navy, coat.....	4 00	per gross.		
			Buttons, deadeye.....	15 00	do.		
			Blacking, boxes of.....	50 00	per dozen.		
			Beeswax.....	30	per pound.		
			Combs, coarse.....	2 50	per dozen.		
			Combs, fine.....	1 90	do.		
			Cotton, spools of.....	45	do.		
			Grass, for hats.....	2 25	per 100 hands.		
			Handkerchiefs, cotton.....	12	each.		
			Jacknives.....	30	do.		
			Needles.....	70	per 1,000.		
			Razors.....	25	each.		
			Razor strops.....	20	do.		
			Ribbon, hat.....	55	per piece.		
			Soap, shaving.....	12	per dozen.		
			Silk, sewing.....	4 25	per pound.		
			Scissors.....	16	each.		
			Spoons.....	10	do.		
			Thread, black and white.....	90	per pound.		
			Tape, linen.....	30	per dozen.		
			Tape, cotton.....	20	do.		
			Thimbles.....	1	each.		
George T. Baker & Son.....	May	21, 1856	Candles.....	30	per pound.....	Do.	do.
Speare, Burke & Co.....	May	23, 1856	Saltwater soap.....	5 ⁷ / ₅	do.....	Do.	do.
Nathan F. Rice.....	May	24, 1856	Biscuit.....	4 ¹ / ₄	do.....	Warrington, Fla.	
Joseph B. Currier.....	June	11, 1856	Fresh beef.....	11	do.....	Portsmouth, N. H.	
			Vegetables.....	1 ¹ / ₂	do.		
Chapin & Sawyer.....	do.		Fresh beef.....	11.72	do.....	Charlestown, Mass.	
			Vegetables.....	2.95	do.		
John Gibbons.....	June	21, 1856	Fresh beef.....	6 ¹ / ₂	do.....	Brooklyn, N. Y.	
			Vegetables.....	1	do.		
John J. Smith.....	June	4, 1856	Fresh beef.....	8 ¹ / ₂	do.....	Philadelphia, Pa.	
			Vegetables.....	3	do.		
George W. Pappler.....	June	17, 1856	Fresh beef.....	12	do.....	Baltimore, Md.	
			Vegetables.....	3 ¹ / ₂	do.		

STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Philip Otterback	June 4, 1856	Fresh beef.....	\$0 14 per pound..	Washington, D. C.
		Vegetables	7 do.	
William Ward	May 27, 1856	Fresh beef.....	12½ do.	Norfolk, Va.
		Vegetables	3¼ do.	
Celestine Serra.....	June 23, 1856	Fresh beef.....	11½ & 6½ cts. do.	Warrington, Fla.
		Vegetables	3¼ do.	
Samuel B. Sherwood.....	June 19, 1856	Fresh beef.....	13 do.	San Francisco, Cal.
		Vegetables	3.62½ do.	
Lorenzo Cadwell.....	July 24, 1856	1,400 barrels navy beef	15 73 per barrel..	Charlestown, Mass.
Charles H. Wheeler.....	July 21, 1856	2,400 do do	14 89 do.	Brooklyn, N. Y.
Do.....	do.	1,600 do do	15 89 do.	Gosport, Va.
David Pulsifer & Co.....	do.	1,200 barrels navy pork	17 73 do.	Charlestown, Mass.
Lorenzo Cadwell.....	July 24, 1856	1,800 do do	17 33 do.	Brooklyn, N. Y.
Do.....	do.	1,200 do do	17 93 do.	Gosport, Va.

CHARTER PARTIES.

Schooner Clara.....	Nov. 17, 1855	Freight of stores	\$2 74 per barrel..	To Porto Praya, Cape de Verde.
Barque Quickstep.....	Dec. 8, 1855	do	2 95 do.	To Hong Kong, China.
Barque Rebecca.....	Dec. 14, 1855	do	2 44 do.	To Valparaiso, Chile.
Ship Mary and Martha	Dec. 13, 1855	do	1 24 do.	To Spezzia, Sardinia.
Ship Star of Hope.....	Dec. 29, 1855	do	2 37½ do.	To San Francisco, California.
Brig Rainbow.....	Feb. 2, 1856	do	1 62½ do.	To Porto Praya, Cape de Verde.
Schooner William H. Atwood	April 25, 1856	do	2 65 do.	Do. do.
Ship Morning Light.....	Oct. 20, 1856	do	2 74 do.	To Mare Island, California.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

No. 6..

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, November 14, 1856.

SIR: I have the honor to submit the following synopsis of the annual report of the Bureau of Medicine and Surgery:

1. Fiscal condition of the medical department of the navy.
2. Notes of mortality on board vessels of war upon different stations, and statistical tables, collated from reports of sick from naval stations within the United States, for the year ending September 30, 1856, and from vessels in commission on home and foreign service for the year ending December 31, 1855.
3. Recommending that the hospital fund be relieved of sundry allowances to the beneficiaries in the naval asylum in the shape of pocket money, pay, tobacco, and perhaps clothing, and suggesting that they be made from some other source, in consequence of the progressive diminution of the hospital fund.
4. Exhibit of receipts and disbursements from the hospital fund for the year ending June 30, 1856.
5. Notice of the origin and statutory history of the hospital fund—recommending that the fund should be reimbursed in the value of ten acres of land belonging to the naval hospital establishment at Chelsea, Massachusetts, set apart by act of Congress, March 3, 1855, for the purpose of a hospital for sick seamen of the merchant service in the district of Boston and Charlestown, Massachusetts.
6. Notice of naval laboratory, its receipts and issues for the year ending June 30, 1856.
7. Insane of the navy—number of patients in the government asylum for the insane near this city.
8. Estimates in detail for the Bureau of Medicine and Surgery for the year ending June 30, 1858. (Schedule A.)
9. Estimates in detail for the support of the medical department of the navy (hospitals excepted) for the year ending June 30, 1858. (Schedule B.) The balance of "surgeons' necessaries and appliances" remaining in the treasury renders any appropriation unnecessary for the coming fiscal year.

W. WHELAN.

BUREAU OF MEDICINE AND SURGERY,
October 27, 1856.

SIR: In compliance with your instructions of September 5, I have the honor to present, herewith, estimates of the amounts required for the support of this bureau, and of the medical service of the navy (with the exception of hospitals) for the year ending June 30, 1858.

The fiscal condition of the medical department is stated as follows:

Balance of appropriation for "surgeons' necessaries and appliances" in treasury October 1, 1856..... \$54,820 36

Amount of hospital fund in treasury October 1, 1856...	\$71,827 07
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1858, (estimate A).....	9,990 00
Amount estimated for the support of the medical department of the navy (hospitals excluded) for the fiscal year ending June 30, 1858, (estimate B).....	28,175 00

The estimates for the medical service (schedule B) are smaller than those of the current year. The balance of appropriations for "surgeons' necessaries and appliances" remaining in the treasury will be ample to meet our expenditures, and no appropriation of money will be necessary for the year ending June 30, 1858.

Subjoined are tabular statements deduced from "reports of sick" from naval stations within the United States, for the year ending September 30, 1856, and from the different squadrons in commission on home or foreign service, for the year ending December 31, 1855; the latter are, in some cases, incomplete, owing to the irregularity with which reports are received from vessels on the more remote stations, but, so far as they go, they serve to illustrate, with some approach to accuracy, the ratio of sick to the number of men, and the percentage of deaths among the sick. The returns of two sloop-of-war are necessary to complete the statistics of the Pacific squadron.

The proportion of deaths in hospitals is comparatively large, for obvious reasons; invalids from foreign stations, cases of severe accidents occurring at navy yards, and on board vessels in harbor, are generally sent to hospital for treatment.

These tables present a very satisfactory state of health on board our vessels in active service, scattered as they are through every portion of the world; and when it is considered to what exposure and sources of disease the crews of our public vessels are liable, it redounds as much to the credit of the medical officers as to the discipline and attention to general hygienic considerations that the ratio of mortality is so small. It is estimated that about six per cent. of a ship's company are on the daily sick list, though this percentage varies somewhat with the stations. It is remarkable, however, that the mortality in the African squadron should be so small, especially as the opportunities of sending invalids to the United States are not so frequent as on some other stations. This exemption is mainly due to the excellent sanitary regulations which are enforced in that squadron.

The Constitution frigate, with a complement of about 475 officers and men, during a cruise of two years and five months on that station, terminating in June, 1855, lost but one man by disease; thirty-six were sent home as invalids. The same immunity from death was shared, in a large degree, by the other vessels composing the squadron, viz: the sloops Dale and Marion, and the brigs Perry and Bainbridge.

The Cumberland, a frigate of the same complement, lost by death in thirty months, that is, from January, 1853, to July, 1855, eighteen of her crew while stationed in the Mediterranean; during the same period the St. Lawrence, a frigate of the same class, cruising in the

Pacific, lost but seven of her crew by death. The Powhatan, a steam-frigate, with a complement of 320, cruising in the East Indies during the years 1853, 1854, and 1855, lost but fourteen men by disease and accident. The Savannah, a frigate with a complement of about 450, employed on the coast of Brazil, reports but five deaths during thirty months between July, 1853, and January, 1856, though during this time a fever of a serious character prevailed at various parts of the station. The Columbia, a frigate of the same complement, attached to the home squadron, lost twelve of her crew by disease in the twenty-seven months between January, 1853, and March, 1855, when she was put out of commission.

Hospitals.	Remaining Sept. 30, 1855.	Admitted.	Total treated for the year ending Sep. 30, 1856.	Died.	Percentage of deaths in number of cases treated.	Remaining Sept. 30, 1856.
Chelsea	8	106	114	3	2.6	12
New York	38	190	228	8	3.5	49
Philadelphia	18	165	183	12	6.5	13
Norfolk	33	158	191	11	5.7	19
Pensacola	21	62	83	2	2.4	9
Total hospitals.....	118	681	799	36	4.5	102
Navy yards, receiving ships, and Naval Academy.....	56	2,362	2,418	19	0.8	32
Total shore stations.....	174	3,043	3,217	55	1.74	134

Squadrons.	Number of vessels.	Complement of persons.	Remaining sick December 31, 1854.	Admitted during the year 1855.	Total treated in 1855.	Died.	Percentage of cases in whole number of persons.	Percentage of deaths in number of cases treated.	Remaining Sept. 30, 1855.
Home	4	924	21	1,243	1,264	16	136	1.26	29
Pacific	3	779	53	1,273	1,326	4	170	.30	52
Mediterranean ...	3	956	44	1,095	1,139	10	119	.87	58
Brazil.....	3	745	39	710	749	2	100	.26	19
Africa	3	544	42	1,072	1,114	2	204	.17	32
East Indies	3	767	69	1,922	1,991	26	259	1.30	72
Lakes and coast survey.....	6	358	10	369	379	----	106	-----	2
Total.....	25	5,072	278	7,684	7,962	60	157	.75	264

HOSPITAL FUND.

I beg leave to invite your attention to the recommendations contained in my last report, in regard to relieving the hospital fund of various allowances in the shape of pocket-money, tobacco, and perhaps clothing, made to the beneficiaries in the naval asylum. The hospital fund is diminishing annually, and unless every extraneous or doubtful expenditure be suppressed, we shall, ere long, be reduced to the necessity of seeking from Congress the means to support our hospitals, which at present are maintained exclusively by this fund.

Although the act of Congress of February 26, 1811, authorizes a permanent home at one of the naval hospitals for disabled and decrepid officers, seamen, and marines, it may be a question whether the allowances to which I referred fall within the intentions of this law. It is believed that as much money was spent from the hospital fund last year for tobacco for the beneficiaries as accrued to the fund from the relinquishment of pensions.

Amount of hospital fund in treasury July 1, 1855.....	\$89,630 44
Drawn in the year ending June 30, 1856, by the Bureau of Medicine and Surgery on account of hospital and for purchases for laboratory.....	39,306 00
By Bureau of Yards and Docks for naval asylum, and by transfers of Fourth Auditor.....	31,899 00
Total amount drawn in the year ending June 30, 1856.	<u>71,205 00</u>
Balance.....	<u>18,425 44</u>

Credits.

Deductions and transfers by Fourth Auditor and others.	\$45,348 79
Value of supplies furnished from laboratory.....	14,897 58
Stopped rations.	5,766 33
Pensions of beneficiaries supported in naval asylum.....	1,302 24
Total credits.....	<u>67,304 94</u>
Balance as above.....	18,425 44
Total hospital fund June 30, 1856.....	<u>85,730 38</u>

The average cost per week of hospital patients for the year ending September 30, 1856, has been about \$2 86, under all heads of expenditure coming under the cognizance of this bureau.

I invite your attention also to the recommendations of my last report, that some measure should be adopted to secure for the hospital fund the value of the ten acres of land alienated from the hospital

estate at Chelsea, Massachusetts, and applied to the purposes of a marine hospital for the district of Boston and Charlestown, by act of Congress approved March 3, 1855.

This property was purchased by authority of the Secretary of the Navy in the year 1823, and paid for out of the hospital fund. This fund was established by act of Congress of March 2, 1799, which directed the Secretary of the Navy to deduct twenty cents per month from the pay of every officer, seaman, and marine, and to pay the same quarter annually to the Secretary of the Treasury; and again, on the 26th of February, 1811, Congress enacts that the money collected in virtue of the former law shall be paid to the Secretary of the Navy, Secretary of the Treasury, and Secretary of War, who are appointed a board of commissioners, by the name and style of commissioners of navy hospitals, and shall constitute a fund for navy hospitals; the commissioners are also required to procure, at suitable places, "proper sites for navy hospitals."

By an act approved July 10, 1832, Congress directed the commissioners of the hospital fund to close their accounts as trustees of that fund, and to transfer all balances of cash, or other property belonging to the fund, to the Treasurer of the United States, for the use of the Secretary of the Navy, for expenditures on account of navy hospitals, &c. It then constituted the Secretary of the Navy trustee of the hospital fund, making it his duty to "direct and control the expenditures out of the navy hospital fund."

It was therefore out of a fund created by a tax upon the pay of the navy that the Chelsea estate was purchased, and not with any appropriation by Congress *from the treasury*, as the phraseology of the 6th section of an act making appropriations for the civil and diplomatic expenses of the government, approved March 3, 1855, would imply, when it refers to the land heretofore "purchased by the United States" for the purposes of a naval hospital. The United States bought the land through agents appointed under the act of February 1811, to take charge of a fund which had been already created for certain definite purposes; and the deeds of conveyance are made out in the names of the persons specified in the act, by direction of the then Secretary of the Navy, as commissioner of the naval hospital fund.

It will thus be seen that the United States had no other connexion with the purchase of the Chelsea estate than to authorize a trusteeship, with certain expressed powers, of a fund raised by a deduction or tax upon the pay of the navy, to be applied to specific purposes, as "the purchase of sites for naval hospitals, or other means of relief for sick or disabled seamen of the navy."

I repeat the suggestion, that application be made to Congress to reimburse the hospital fund for this diversion of its means, or for authorizing the Secretary of the Treasury to transfer the ascertained value of the land to the hospital fund, out of any non-appropriated money in the treasury. The value of the land can be ascertained in such way as the department may deem most advisable.

NAVAL LABORATORY.

The laboratory continues to fulfil every reasonable expectation. It can no longer, I think, be regarded as an experiment; for its ability to meet every demand, for three years past, and the general excellence of its productions, have given it a permanent place, I trust, in the naval organization.

Its functions are not strictly confined to the medical department; it is making itself highly useful in other departments, by the means and facilities it furnishes for the detection of the various adulterations that are practised in many articles offered under contract. Many elaborate analyses have been made during the year of articles falling under the cognizance of other branches of the navy, as well as of specimens of coal brought home by the Japan squadron. Beside furnishing most of the supplies to home stations and vessels fitting for service, consignments of suitable articles have been sent, within the year, to the Mediterranean, East Indian, and Pacific squadrons.

Amount of purchases for the laboratory for the year	
ending June 30, 1856.....	\$12,631 07
Issues for same period.....	11,997 30
Stock on hand, machinery, and appliances.....	19,879 12

INSANE OF THE NAVY.

The insane of the navy, some of whom had been for years the inmates of different naval hospitals wherein no arrangements specially adapted to their condition existed, have, since my last report, been removed to the government asylum near this city. This establishment, in all its conveniences and appointments, will rank among the very first in the country in its fitness for the objects to which it is devoted. It is a noble illustration of the philanthropic and humane spirit which prompted Congress to make such ample provision for those whose misfortune had too often caused them to be treated as criminals rather than as human beings laboring under a most fearful visitation of Providence.

The careful watching and kind attention bestowed upon the patients in the asylum will certainly add to any prospect that may now exist of recovery in any case; while those whose condition is considered hopeless, here find a home replete with everything essential to their well being and safe custody.

One lieutenant, one passed assistant surgeon, nine seamen, landsmen, and marines—eleven in all—are under charge of Dr. C. H. Nichols, superintendent of the asylum, whose eminent skill and varied qualifications for his position leave nothing to the patients or their friends to desire in the way of the most considerate care and suitable treatment. One death and one desertion have occurred among the naval patients in the asylum during the year.

W. WHELAN.

A.

Estimate of the amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1858.

Salary of the chief of the bureau, per act of Congress approved March 3, 1855; Statutes at Large, 2d session 33d Congress, page 675.....	\$3,500 00	
Salary of one clerk of fourth class, assistant to chief, per act of March 3, 1853, Statutes at Large, 2d session 32d Congress, page 211.....	1,800 00	
Salary of two clerks of second class, at \$1,400 each, per acts of March 3, 1853, Statutes at Large, second session 32d Congress, page 211; April 22, 1854, Statutes at Large, 1st session 33d Congress, page 276, and August 4, 1854, Statutes at Large, 1st session 33d Congress, page 572.....	2,800 00	
Salary of messenger, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress.....	840 00	
Salary of laborer, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress.....	600 00	
		\$9,540 00
<i>Contingent expenses.</i>		
Blank books, stationery, and miscellaneous items.....		450 00
Total required.....		9,990 00
Required last year.....		9,966 00
Excess in fifth item.....		24 00

W. WHELAN.

B.

Estimate from the Bureau of Medicine and Surgery of the amount required for the support of the medical department of vessels in commission, navy yards, naval stations, marine corps, and coast survey, for the year ending June 30, 1858.

<i>Frigates—6.</i>		
Six at \$1,100 each.....		\$6,600 00
<i>Sloops—14.</i>		
Six of the first class, at \$700.....	\$4,200 00	
Five of the second class, at \$600.....	3,000 00	
Three of the third class, at \$500.....	1,500 00	
		8,700 00
<i>Steam frigates—5.</i>		
Five of the first class, at \$700.....		3,500 00
<i>Steamers—7.</i>		
Four of the first class, at \$400.....	1,600 00	
Three of the second class, at \$300.....	900 00	
		2,500 00

B—Continued.

<i>Brig—1.</i>		
One at \$300		\$300 00
<i>Storeships—4.</i>		
Four at \$200		800 00
<i>Receiving ships—4.</i>		
Three at \$600	\$1,800 00	
One at \$150	150 00	
		1,950 00
<i>Navy yards—7.</i>		
Portsmouth, New Hampshire	100 00	
Boston	150 00	
New York	200 00	
Philadelphia and receiving ship Union	250 00	
Washington and marine barracks	1,200 00	
Norfolk	200 00	
Pensacola	200 00	
		2,300 00
<i>Naval stations—2.</i>		
Naval Academy, Annapolis	400 00	
Observatory and general relief of officers	300 00	
		700 00
<i>Coast Survey.</i>		
Three steamers, at \$125	375 00	
One steamer, at \$50	50 00	
Two schooners, at \$50	100 00	
Temporary relief of sick seamen in vessels having no medical officer	300 00	
		825 00
Total required		28,175 00
Required last year		30,775 00

W. WHELAN.

No. 7.

HEADQUARTERS OF THE MARINE CORPS,
Washington, November 13, 1856.

SIR: My annual tour of inspection to the posts at Norfolk, Philadelphia, New York, Boston, and Portsmouth, N. H., has been made during the course of the year, and they were found in their usual good military condition.

Provision having been made by Congress for the erection of barracks at the New York and Pensacola stations, the necessary arrangements will be made for their completion, so far as I am empowered, as soon as practicable. This provision, so necessary for the comfort of the troops, will, I trust, be extended at the ensuing session of Congress to the three other posts, at Norfolk, Philadelphia, and Boston. New sites will have to be purchased for the barracks, as the ground upon which the old buildings stand is too contracted for the erection of comfortable quarters for the troops; and to allow a parade ground for their drill, and it is also required for naval purposes.

It will be seen, from the general return which accompanies this report, that a large proportion of the officers and men of the marine corps are employed at sea. It is evident that there should be on shore a relief to these officers and men, drilling and preparing to take their places. The guards at the several yards are much smaller than is for the public good, and it can be easily shown that it would be a saving to the treasury to add largely to their strength. I have frequent applications from the commandants of the naval stations for such an increase, which, of course, with the present strength of the corps, it is impossible to grant. I therefore recommend that the marine corps be increased by a thousand men, and by officers so as to allow a captain for every hundred men.

I deem it also very essential for the good of the service that a military education should be given to marine officers. At present they are instructed only in the infantry drill. They can be employed with great advantage both ashore and afloat in the service of artillery, and in the event of landing upon hostile shores, the combined force (naval and marine) could only be thoroughly efficient by having competent military engineers among its members. This can only be obtained by making appointments to the marine corps from the graduates of the Military Academy at West Point.

I trust, then, that we may be successful in obtaining barracks for the proper accommodation of the men, an increase of the corps to afford a relief to those on foreign service, and a military education to make the officers worthy in every respect of the commissions which they bear; and with these advantages, I am sure the marine corps will be always found doing honor to the country which it serves.

I am, with great respect, your obedient servant,

ARCH. HENDERSON

Brevet Brigadier General, Command'g.

Hon. J. C. DOBBIN,
Secretary of the Navy.
 Vol. ii—47

General return of the officers, non-commissioned officers, musicians, and privates of the United States Marine Corps, on the 31st day of October, 1856.

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REPORT OF THE

Stations, &c.	Byt. brig. gen. commandant.	Commissioned staff.	Lieutenant colonel.	Majors.	Captains.	First lieutenants.	Second lieutenants.	Non-commissioned staff.	First sergeants.	Sergeants.	Corporals.	Musicians.	Drummers.	Fifers.	Privates.	Aggregate.	Remarks.
Headquarters.....	1	3				1					1					5	Washington city marine barracks: Brigadier Gen. Henderson, the adjutant and inspector, paymaster, quartermaster, and aid-de-camp to the brigadier general commandant. 21 privates returned here are boys learning music.
Marine barracks, Washington.....					1	3	1	4	2	7	7	30	4	3	93	155	
Guard at the navy yard, D. C.....					1	1	1		1	2	3		1	1	26	36	
Brooklyn, New York.....			1		1	1	3		1	6	9		2	1	66	91	
Charlestown, Mass.....				1		2			1	5	5			1	50	65	
Gosport, Va.....				1	1				1	5	4		1	1	29	43	
Philadelphia, Pa.....				1		1	2		1	5	4		2	1	43	60	
Portsmouth, N. H.....					1				1	5	2		2	2	38	51	
Warrington, Florida.....						1			1	3	3		1	1	43	53	September 30, 1856.
Assist. quartermaster's office, N. Y.....		1														1	
Norfolk, Virginia, clothing store.....					1											1	
Receiving ship Pennsylvania.....						1			1	1	3		1	1	20	28	
Receiving ship Ohio.....						1			1		3				20	25	
Receiving ship North Carolina.....					1				1	1	2		1	1	34	41	
Receiving ship Alleghany.....									1						8	9	
Receiving ship Union.....									1		2				15	18	
Steamer Wabash.....					1	1			1	2	4		1	1	46	59	
Steamer Merrimac.....						1	1		1	2	4		1	1	50	61	August 31, 1856.
Steamer Susquehanna.....						1			1	2	4		1	1	35	45	June 30, 1856.
Steamer San Jacinto.....						1			1	1	2		1	1	24	31	June 30, 1856.
Steamer Michigan.....									1		2				12	15	October 31, 1856.
Steamer Massachusetts.....									1		2				12	15	August 31, 1856.
Frigate Independence.....					1	1			1	2	3		1	1	42	52	September 30, 1856.
Frigate Congress.....					1	1			1	2	4		1	1	39	50	June 30, 1856.
Frigate Savannah.....					1				1	2	4		1	1	36	46	August 31, 1856.
Frigate St. Lawrence.....					1	1			1	2	4		1	1	40	51	September 30, 1856.
Sloop Constellation.....						1			1	1	4		1	1	34	43	June 30, 1856.
Sloop Portsmouth.....						1	1		1		2		1	1	20	26	April 30, 1856.

Sloop Plymouth																		This guard joined at headquarters, Washington, on the 11th instant.
Sloop St. Mary's						1		1		2		1	1	14	20	September 30, 1856.		
Sloop Jamestown					1		1	1		2		1	1	21	28	June 30, 1856.		
Sloop Germantown						1		1		2		1	1	20	26	August 31, 1856.		
Sloop Saratoga					1		1			2		1	2	19	26	September 30, 1856. Lieut. Cash, returned here, is absent with leave, "sick."		
Sloop John Adams								1	1			1	1	17	21	December 31, 1855, when this guard was 2 sergeants, 2 corporals, 2 musicians, 17 privates; since which the two corporals have deserted.		
Sloop Vandalia																This guard joined at Portsmouth, N. H., the 8th instant.		
Sloop St. Louis						1		1	1	2		1	1	19	26	June 30, 1856.		
Sloop Cyane						1		1		2		1	1	20	26	September 30, 1856.		
Sloop Levant						1		1		2		1	1	20	26	June 30, 1856.		
Sloop Decatur								1		2			1	12	16	June 30, 1856.		
Brig Porpoise										1				4	5	March 31, 1856.		
Superintending recruiting service				1											1	Major Ward-Marston.		
On special service												1	1		2	At the Naval School at Annapolis, Maryland.		
On leave of absence						1									1	First Lieut. and Brevet Captain Wm. A. T. Maddox.		
On leave of absence, (unemployed)						1	1								2	First Lieut. and Brevet Captain William L. Young and Second Lieut. William Butterfield.		
Naval hospital, Portsmouth, N. H.						1									1	Second Lieut. John L. Broome, from 19th ult., "sick."		
Total	1	4	1	4	12	19	20	4	35	59	103	20	34	34	1,043	1,403		

First Lieutenant George Adams died October 21, 1856, in the insane asylum, Flushing, Long Island, while attached to the New York station.

HEADQUARTERS OF THE MARINE CORPS, *Adjutant and Inspector's Office, Washington, November 13, 1856.*

C. A. HENDERSON, *First Lieutenant.*
For P. G. HOWLE, *Adjutant and Inspector.*

REPORT OF THE

HEADQUARTERS OF THE MARINE CORPS,
Washington, October 11, 1856.

SIR: I enclose to the department triplicate estimates from the quartermaster's department of the marine corps, for the year ending 30th June, 1858.

I remain, most respectfully, yours,

ARCHIBALD HENDERSON,

Brevet Brigadier General, Commandant.

CHARLES W. WELSH, Esq.,

Acting Secretary of the Navy.

HEADQUARTERS MARINE CORPS, QUARTERMASTER'S OFFICE,
Washington, October 11, 1856.

SIR: I have the honor to transmit herewith "triplicate estimates" for the support of the quartermaster's department of the marine corps, from July 1, 1857, to June 30, 1858.

These estimates vary from those of last year by estimating for "Provisions" at twenty cents per ration, in consequence of the high prices of all articles of subsistence.

I am sir, very respectfully, your obedient servant,

G. F. LINDSAY,

Quartermaster Marine Corps.

General A. HENDERSON,

Commandant United States Marine Corps, Headquarters.

Estimate of the expenses of the quartermaster's department of the marine corps for one year, from July 1, 1857, to June 30, 1858.

There will be required for the quartermaster's department of the marine corps for one year, commencing on July 1, 1857, in addition to the balances then remaining on hand, the sum of one hundred and ninety-one thousand five hundred and seventy-six dollars and eighty-seven cents, viz:	
1. For provisions.....	\$54,531 00
2. For clothing.....	55,264 00
3. For fuel.....	20,281 87
4. For military stores, viz: pay of armorers, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments.	9,000 00
5. For transportation of officers and troops, and for expenses of recruiting....	12,000 00
6. For repair of barracks and rent of temporary barracks and offices, where there are no public buildings for that purpose.....	8,000 00
7. For contingencies, viz: freight, forriago, toll, cartago, wharfago, 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, postage, telegraphing, apprehension of deserters, oil, candles, gas, forage, straw, furniture, bed-sacks, spades, shovels, axes, picks, carpenters' tools, keep of a horse for messenger, pay of matron, washerwoman, and porter at hospital at headquarters, and for the purchase of a fire-engine for the use of the United States marine barracks.....	32,500 00
Amount required.....	191,576 87

Respectfully submitted.

G. F. LINDSAY, *Quartermaster Marine Corps.*

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations, at twenty cents per day.	Rations, at twenty cents per day.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen.....	742	33	.....	745	1	.....	\$54,385 00
Matron and washerwoman at hospital headquarters.....	.....	1	1	2	.....	1	146 00
Amount required.....	.....	.....	.....	.....	.....	.....	54,531 00

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$36 per annum.....	1,424	\$51,264 00
500 watch-coats, at \$8 each.....	.....	4,000 00
Amount required.....	.....	55,264 00

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
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
Aid-de-camp.....	1	16	4	16	4
Captains.....	12	21	2	255	.....
Lieutenants, 1st and 2d.....	23	16	4	379	4
Non-commissioned officers, musicians, privates, washerwomen, and servants.....	755	1	4	1,132	4
Matron to hospital, headquarters.....	1	1	4	1	4
Hospital, headquarters.....	1	33	.....	33	.....
Hospitals at other posts.....	5	16	4	82	4
Armory at headquarters.....	1	30	.....	30	.....
Mess-rooms for officers.....	7	3	4	24	4
Offices of commandant and staff, and commanding officers of posts.....	15	7	.....	105	.....
Officers-of-days' rooms.....	7	3	4	24	4
Guard-rooms at barracks and navy yards.....	9	21	.....	189	.....
Stores for clothing and other supplies.....	3	5	.....	15	.....
One-fourth additional on 600 cords, the quantity supposed to be required for stations north of latitude 39 degrees.....	.....	.....	.....	150	.....
Amount required.....	.....	.....	.....	2,704	2:
Which, at \$7 50 per cord, is.....	.....	.....	.....	.....	\$20,281 87

HEADQUARTERS MARINE CORPS, QUARTERMASTER'S OFFICE,
Washington, October 11, 1856.

SIR: I have the honor to transmit herewith "triplicate estimates" to supply deficiencies in the appropriation for the marine corps, under the heads of "provisions, clothing, fuel and military stores," from July 1, 1849 to June 30, 1855, caused by the increase of 200 men, enlisted by direction of the President of the United States, in conformity with an act approved March 3, 1849.

The appropriations of the corps within the period named having been taxed for their support without estimates of the cost thereof being submitted has caused the deficiencies for which appropriations are now asked.

I am, sir, very respectfully, your obedient servant,
G. F. LINDSAY,
Quartermaster Marine Corps.

General A. HENDERSON,
Commandant United States Marine Corps, Headquarters.

Estimate to supply deficiencies in the appropriations for "provisions, clothing, fuel, and military stores," of the marine corps, from July 1, 1849, to June 30, 1855, caused by the increase of two hundred men, enlisted by direction of the President of the United States, according to section 1 of "An act making appropriations for the naval service of the United States, approved March 3, 1849," and for the expenses of which increase no appropriations have been made for the period set forth above, amounting to eighty-five thousand two hundred and seventy-five dollars, as follows, viz:

1. For provisions for 100 men for six years, being the number of the increase supposed to be ashore, one ration per day, at 15 cents for each ration....	\$32,975 00
2. For clothing for 200 men for six years, at \$36 per annum each	43,200 00
For 200 watch-coats, at \$8 each.....	1,600 00
3. For fuel for 100 men for six years, being the number of the increase supposed to be ashore during that time, 1½ cords per annum for each man—900 cords—at \$7 50 per cord.....	6,750 00
4. For 200 sets of accoutrements, at \$3 75 per set.....	750 00
Amount required.....	85,275 00

Respectfully submitted.

G. F. LINDSAY,
Quartermaster Marine Corps.

HEADQUARTERS OF THE MARINE CORPS,
Washington, October 11, 1856.

SIR: I enclose to the department triplicates of estimates for the paymaster's department of the marine corps for the year ending June 30, 1858.

I remain, most respectfully, yours,

ARCHIBALD HENDERSON,
Brevet Brigadier General, Commandant.

CHARLES W. WELSH, Esq.,
Acting Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Paymaster's Office, October 8, 1856.

SIR: I have the honor to enclose herewith estimates in triplicate for pay and subsistence of officers, and pay of non-commissioned officers, musicians, and privates of the United States marine corps for the year ending June 30, 1858.

The estimates are increased one thousand two hundred and sixty-nine dollars and twenty-four cents, being an estimate of one thousand two hundred dollars for additional pay for the musicians of the band, authorized by the fifth section of the act approved August 18, 1856; and an increase of sixty-nine dollars and twenty-four cents to the pay of the clerk at the marine clothing store at Norfolk, being the increase pay of a sergeant, under the act of August 5, 1854.

I am, sir, very respectfully, your obedient servant,

WM. W. RUSSELL,
Paymaster United States Marine Corps.

Brigadier General ARCHIBALD HENDERSON,
Commandant United States Marine Corps.

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, from July 1, 1857, to June 30, 1858.

Rank or grade.	Number.	PAY.			SUBSISTENCE.			Aggregate.	
		Pay per month.	Number of servants, at eleven dollars per month.	Number of servants, at twelve dollars per month.	Total.	Number of rations, at twenty cents per ration.	Number of extra or double rations, at twenty cents per ration.		Total.
Brigadier general commandant	1	\$75 00	2	.....	\$1,164 00	6	6	\$876 00	\$2,040 00
Lieutenant colonel	1	60 00	2	.....	984 00	5	5	730 00	1,714 00
Majors	4	50 00	2	.....	3,456 00	4	4	2,336 00	5,792 00
Adjutant and inspector, paymaster and quartermaster	3	60 00	.....	2	3,024 00	4	.....	876 00	3,900 00
Assistant quartermaster	1	50 00	.....	1	744 00	4	.....	292 00	1,036 00
Captains commanding posts, and at sea	8	50 00	1	.....	5,856 00	4	4	4,672 00	10,528 00
Captains	5	40 00	1	.....	3,660 00	4	.....	1,460 00	4,520 00
First lieutenants commanding guards at sea	7	40 00	1	.....	4,284 00	4	4	4,088 00	8,372 00
First lieutenants	13	30 00	1	.....	6,396 00	4	.....	3,796 00	10,192 00
Second lieutenants	20	25 00	1	.....	8,640 00	4	.....	5,840 00	14,480 00
Sergeant major and quartermaster sergeant	2	23 00	.....	.....	552 00	.....	.....	.....	552 00
Drum and fife majors	2	22 00	.....	.....	528 00	.....	.....	.....	528 00
Orderly sergeants and first sergeants of guards at sea	40	22 00	.....	.....	10,560 00	.....	.....	.....	10,560 00
Sergeants, first enlistment	20	17 00	.....	.....	4,080 00	.....	.....	.....	4,080 00
Sergeants, second enlistment	36	19 00	.....	.....	8,208 00	.....	.....	.....	8,208 00
Corporals, first enlistment	51	13 00	.....	.....	7,956 00	.....	.....	.....	7,956 00
Corporals, second enlistment	45	15 00	.....	.....	8,100 00	.....	.....	.....	8,100 00
Drummers and fifers, first enlistment	20	12 00	.....	.....	2,880 00	.....	.....	.....	2,880 00
Drummers and fifers, second enlistment	40	14 00	.....	.....	6,720 00	.....	.....	.....	6,720 00
Privates, first enlistment	768	11 00	.....	.....	101,376 00	.....	.....	.....	101,376 00
Privates, second enlistment	400	13 00	.....	.....	62,400 00	.....	.....	.....	62,400 00
Clerks to brigadier general commandant, adjutant and inspector, paymaster, quartermaster, and assistant quartermaster	9	.....	.....	.....	8,312 16	.....	.....	.....	8,312 16

Hospital steward, nurse at hospital, and messenger at headquarters.....	3	1 50 per day.	1,642 50			1,642 50
Messenger to assistant quartermaster.....	1	1 00 per day.	365 00			365 00
Clerk in the clothing store at Norfolk.....	1	29 21	350 52			350 52
Additional rations to officers for five years' service.....				207	15,111 00	15,111 00
Bounty for re-enlistment (non-commissioned officers).....	25		1,119 00			1,119 00
Bounty for re-enlistment (musicians and privates).....	125		4,125 00			4,125 00
Officers' servants, at \$8 50 per month for rations and clothing.....	72				7,344 00	7,344 00
Undrawn clothing.....					9,000 00	9,000 00
Additional pay for musicians of the band, per act of August 18, 1856.....	25	4	1,200 00			1,200 00
			268,082 18		56,421 00	324,503 18

Respectfully submitted.

HEADQUARTERS OF THE MARINE CORPS, *Paymaster's Office*, October 8, 1856.

WM. W. RUSSELL,
Paymaster United States Marine Corps.

SECRETARY OF THE NAVY.

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REPORT OF THE

No. 8.

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, 1858.

Office or bureau.	Salaries.	Contingent.
Office of the Secretary of the Navy	\$29,600 00	\$2,840 00
Bureau of Ordnance and Hydrography	12,340 00	750 00
Bureau of Yards and Docks	14,140 00	800 00
Bureau of Construction, Equipment, and Repair	21,340 00	800 00
Bureau of Provisions and Clothing	8,840 00	700 00
Bureau of Medicine and Surgery	9,540 00	450 00
	95,800 00	6,340 00

RECAPITULATION.

CIVIL.		
Salaries		\$95,800 00
Contingent		6,340 00
<i>Appropriated for fiscal year 1856-'57.</i>		
For salaries		97,800 00
For contingent		6,340 00

No. 9.

General estimate of the sums required for the expenses of the Southwest Executive Building for the fiscal year ending June 30, 1858.

CIVIL.		
For salaries		\$2,650 00
For contingent		3,913 00
<i>Appropriated for fiscal year 1856-'57.</i>		
For salaries		2,400 00
For contingent		3,865 00

No. 10.

Summary statement of the estimates for the navy for the fiscal year ending June 30, 1858.

Heads.	Office of the Secretary of the Navy.	Bureau of Ordnance and Hydrography.	Bureau of Yards and Docks.	Bureau of Construction, Equipment, and Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregates.
NAVY PROPER.							
For pay of the navy	\$529,250 00	\$154,131 00	\$272,952 00	\$2,549,116 00			\$3,505,449 00
For provisions					\$850,450 00		850,450 00
For surgeons' necessaries				2,877,000 00			2,877,000 00
For increase, repairs, &c		304,900 00					304,000 00
For ordnance and ordnance stores			442,000 00	350,000 00	68,000 00		860,000 00
For contingent enumerated							
	529,250 00	458,131 00	714,952 00	5,776,116 00	918,450 00		8,396,899 00
MARINE CORPS.							
For pay							324,503 18
For provisions							54,531 00
For clothing							55,264 00
For fuel							20,281 87
For military stores							9,000 00
For transportation							12,000 00
For repairs of barracks, &c							8,000 00
For contingent							32,500 00
							516,080 05

SECRETARY OF THE NAVY.

STATEMENT—Continued.

Heads.	Office of the Secretary of the Navy.	Bureau of Ordnance and Hydrography.	Bureau of Yards and Docks.	Bureau of Construction, Equipment, and Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregates.
SPECIAL OBJECTS.							
<i>Navy yards.</i>							
At Portsmouth, N. H.....			\$150,237 00				
At Boston.....			381,260 00				
At New York.....			435,072 00				
At Philadelphia.....			73,065 00				
At Washington.....			138,338 00				
At Norfolk.....			383,112 00				
At Pensacola.....			203,000 00				
At San Francisco.....			362,308 00				
At Sackett's Harbor.....			1,000 00				
							\$2,127,392 00
<i>Hospitals.</i>							
At Boston.....			2,500 00				
At New York.....			7,200 00				
At Philadelphia.....			15,800 00				
At Norfolk.....			22,115 00				
At Pensacola.....			16,000 00				
							63,615 00
<i>Magazines.</i>							
At Portsmouth, N. H.....			4,223 00				
At Boston.....			1,000 00				
At New York.....			36,238 00				
At Philadelphia.....			10,107 00				
At Washington.....			4,800 00				
At Norfolk.....			56,090 00				
At Pensacola.....			1,000 00				
							113,458 00

<i>Miscellaneous.</i>						
Pay of superintendents.....			128,382 00			
Nautical books, hydrographical office, &c.....		\$67,160 00				
Naval Academy.....		42,307 22				
Transportation of the mail.....	\$935,850 00					
Nautical Almanac.....	26,880 00					
	962,730 00	109,467 22	128,382 00			1,200,579 22
						<u>3,505,044 22</u>

AGGREGATE—NAVY.

Navy proper.....	\$8,396,899 00
Marine corps.....	516,080 05
Special objects—	
Navy yards.....	\$2,127,392 00
Hospitals.....	63,615 00
Magazines.....	113,458 00
Miscellaneous.....	1,200,579 22
	<u>3,505,044 22</u>
	<u><u>12,418,023 27</u></u>

No. 11.

General estimate of the sums required for the support of the navy for the fiscal year ending June 30, 1858.

750

REPORT OF THE

Heads of appropriation.	Estimated for 1857-'58.	Estimated for 1856-'57.	Appropriated for 1856-'57.
For pay of commission, warrant, and petty officers and seamen, including the engineer corps.....	\$3,505,449 00	\$3,421,718 00	\$3,421,718 00
For provisions for commission, warrant, and petty officers and seamen, including engineers and also marines attached to vessels for sea service.....	850,450 00	840,450 00	840,450 00
For surgeons' necessaries and appliances for the sick and hurt of the navy, including the engineer and marine corps			
For increase, repair, armament, and equipment of the navy, including the wear and tear of vessels in commission, fuel for steamers, and purchase of hemp for the navy.....	2,877,000 00	2,799,500 00	2,799,500 00
For ordnance and ordnance stores, including incidental expenses.....	304,000 00	221,000 00	221,000 00
For contingent expenses that may accrue for the following purposes, viz: freight and transportation; printing and stationery; advertising in newspapers; books, maps, models, and drawings; purchase and repair of fire-engines and machinery; repairs of and attending to steam-engines in navy yards; purchase and maintenance of horses and oxen, and driving teams; for carts, timber wheels, and the purchase and repair of workmen's tools; postage on 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; transportation to and labor attending the delivery of provisions and stores on foreign stations; wharfage, dockage, and rent; travelling expenses of officers and others under orders; funeral expenses; store and office rent; stationery; fuel; commissions and pay of clerks to navy agents and storekeepers; flags, awnings, and packing boxes; premiums and other expenses of recruiting; 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.....	860,000 00	859,750 00	859,750 00
	8,396,899 00	8,142,418 00	8,142,418 00

No. 12.

General estimate of the sums required for the support of the marine corps for the fiscal year ending June 30, 1858.

Heads of appropriation.	Estimated for 1857-'58.	Estimated for 1856-'57.	Appropriated for 1856-'57.
For pay of officers, non-commissioned officers, musicians and 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, bounties for re-enlistments, and pay for unexpired terms of previous service	\$324,503 18	\$323,233 94	\$323,233 94
For provisions	54,531 00	40,934 75	40,934 75
For clothing	55,264 00	55,264 00	55,264 00
For fuel	20,281 87	20,180 62	20,180 62
For military stores, viz: pay of armorers, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments	9,000 00	9,000 00	9,000 00
For transportation of officers and troops, and for expenses of recruiting	12,000 00	12,000 00	12,000 00
For repairs of barracks and rent of temporary barracks and offices where there are no public buildings for that purpose	8,000 00	8,000 00	8,000 00
For contingencies, viz: freight, ferrriage, 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, postage, telegraphing, apprehension of deserters; oil, candles, gas, forage, straw, furniture, bed-sacks, spades, shovels, axes, picks, carpenters' tools; keep of a horse for messenger; pay of matron, washerwoman, and porter at hospital headquarters; and for the purchase of a fire-engine for the use of the United States marine barracks	32,500 00	32,500 00	32,500 00
	516,080 05	501,113 31	501,113 31

SECRETARY OF THE NAVY.

General estimate of the sums required for special objects, under the control of the Navy Department, for the fiscal year ending June 30, 1858.

Heads of appropriation.	Estimated for 1857-'58.	Estimated for 1856-'57.	Appropriated for 1856-'57.
For improvements and repairs at navy yards and stations	\$2,127,392 00	\$2,522,989 00	\$1,620,030 58
For repairs of hospital buildings and their dependencies.....	63,615 00	84,400 00	70,800 00
For repairs of magazine buildings and their dependencies.....	113,458 00	142,600 00	92,600 00
For the pay of superintendents, naval constructors, and civil establishments of navy yards and stations.	128,382 00	125,782 00	125,782 00
For nautical books, maps, charts, and binding; instruments and repairs thereof; and all expenses of the United States Naval Observatory and Hydrographical Office	67,160 00	68,160 00	68,160 00
For improvement and repair of buildings and grounds and support of the Naval Academy at Annapolis, Maryland	42,307 22	39,595 22	39,595 22
For transportation of the mail	935,850 00	1,408,850 00	1,408,850 00
For preparing for publication the American Nautical Almanac	26,880 00	26,880 00	25,732 64
For construction of powder magazine for the naval service at Mare island, California.....	.....	119,302 11	119,300 00
	3,505,044 22	4,538,558 33	3,570,850 44

No. 14.

TREASURY DEPARTMENT,
Second Comptroller's Office, November, 1856.

SIR: I have the honor to transmit, in duplicate, the annual statement of the appropriations for the Navy Department for the fiscal year 1855-'56, showing the balances of appropriations on the 1st of July, 1855, the appropriations made for the fiscal year 1855-'56, the repayments and transfers in same time, the amounts applicable to the service of the year 1855-'56, the amounts drawn by requisitions from the treasury in same period, and, finally, the balances on the 30th of June, 1856, with such sums specially designated as have been carried to the surplus fund; prepared in pursuance of an act of Congress approved May 1, 1820.

Very respectfully, sir, your obedient servant,

J. M. BRODHEAD,
Comptroller.

Hon. J. C. DOBBIN,
Secretary of the Navy.

Statement of the appropriations for the service of the Navy Department, from July 1, 1855, to June 30, 1856, made in pursuance of the provisions of the 2d section of the act of Congress of May 1, 1820, entitled "An act in addition to the several acts for the establishment of the Treasury, War, and Navy Departments."

Heads of appropriations.	Balances of appropriations July 1, 1855.	Appropriations for the fiscal year 1855-'56.	Repayments from July 1, 1855, to June 30, 1856.	Amounts applicable to the service of the fiscal year 1855-'56.	Amounts drawn by requisitions from the treasury during the fiscal year 1855-'56.	Balances June 30, 1856.	Remarks.
Pay of the navy-----	\$6,158 48	\$3,515,111 00	\$552,487 56	\$4,073,757 04	\$4,047,566 10	\$26,190 94	-----
Extra pay to officers, &c., serving in the Pacific-----		68,547 80	7,936 07	76,483 87	76,483 87	-----	Ind. finite.
Extra pay to officers of astronomical expedition to Chile-----		248 41	91	249 32	249 32	-----	Indefinite.
Extra compensation to clerks in Washington navy yard-----		2,477 85	-----	2,477 85	2,477 85	-----	Indefinite.
Prize money-----	49,472 21	10,611 01	8,147 46	68,230 68	33,082 98	35,147 70	-----
Military contributions in Mexico-----	1,269 42	-----	-----	1,269 42	307 79	961 63	-----
Naval Academy-----	6,348 14	48,044 22	-----	54,392 36	53,391 35	1,001 01	-----
Nautical Almanac-----	-----	20,880 00	3,928 65	24,808 65	19,468 96	5,339 69	-----
Meteorological observations-----	553 77	2,000 00	-----	2,553 77	2,000 00	553 77	-----
Compensation to clerks in naval astronomical expedition-----	-----	1,798 06	-----	1,798 06	1,798 06	-----	Indefinite.
Books, maps, &c., of Hydrographical Office-----	8,685 52	-----	641 63	9,327 15	5,310 91	4,016 24	-----
Nautical instruments-----	7,834 00	23,000 00	-----	30,834 00	18,216 29	12,617 61	-----
Publishing Sailing Directions-----	590 00	10,000 00	-----	10,590 00	1,345 00	9,245 00	-----
Wind and current charts-----	243 59	18,000 00	125 73	18,369 32	18,131 00	938 32	-----
Contingent and wages at Observatory-----	1,656 00	10,760 00	-----	12,416 00	11,826 90	589 10	-----
Navy hospital fund-----	89,630 44	-----	54,918 06	144,548 50	69,652 00	74,896 50	-----
Pay of superintendents, &c.-----	32,333 43	124,480 00	743 09	157,556 52	119,662 87	37,893 65	-----
Surgeons' necessaries and appliances-----	57,033 18	34,325 00	7,038 59	98,396 77	31,742 82	66,653 95	-----

Testing and analysis of alimentary substances	1,018 34			1,018 34		1,018 34
Provisions of navy	28,376 32	686,200 00	312,152 37	1,026,728 69	971,532 02	55,196 67
Clothing of navy	394,064 01		397,108 11	791,172 12	395,626 19	395,545 93
Increase, repairs, &c.	275,555 12	3,339,500 00	203,111 50	3,818,166 62	3,156,593 48	661,573 14
Six steam frigates	1,085,210 86	3,000,000 00	3,598 85	4,088,809 71	1,719,146 96	2,369,662 75
Stevens' war steamer	136,186 52			136,186 52	136,186 52	
Testing improvements in steam boilers	10,000 00			10,000 00		10,000 00
Mexican hostilities	22,437 91		11,430 97	33,868 88	1,630 65	32,238 23
Search for Arctic expedition	9,957 12		5,653 28	15,610 40	7,362 13	8,248 27
Contingent expenses	10,808 70	842,048 00	63,165 10	916,021 80	878,996 39	37,025 41
Steam mail service	352,024 38	1,408,850 00		1,760,874 38	1,399,284 87	361,589 51
Dry dock at Kittery			312 30	312 30	312 30	
Dry dock at Philadelphia	3,319 95			3,319 95	3,319 95	
Dry dock at Pensacola		10,000 00	1,742 44	11,742 44	11,742 44	
Dry dock in California	20,264 65		4,135 35	24,400 00	24,400 00	
Basin and railway, California	280,000 00			280,000 00	280,000 00	
Coal depot at Key West	8,795 00			8,795 00	8,795 00	
Navy yard, Sackett's Harbor, N. Y.	1,536 93	2,000 00	73 08	3,610 01	1,000 00	2,610 01
Navy yard, Portsmouth, N. H.	5,076 86	58,258 00	12 35	63,347 21	52,426 77	10,920 44
Navy yard, Boston, Massachusetts	166,076 89	255,322 00	33,393 39	454,792 28	184,772 33	270,019 95
Navy yard, New York		380,446 00	4,950 72	385,396 72	346,016 01	39,336 71
Navy yard, Philadelphia	801 00	66,700 00	1,083 74	68,584 74	54,310 51	14,274 23
Navy yard, Washington	69,254 39	192,286 00	15 00	261,655 39	187,591 12	74,064 27
Navy yard, Norfolk	6,109 27	321,317 00	4 82	327,431 09	256,141 67	71,289 42
Navy yard, Pensacola	17,380 29	162,000 00	10,954 06	190,334 35	190,334 35	
Navy yard, Memphis	42,117 95		7,962 70	56,080 65	56,080 65	
Navy yard, San Francisco		345,000 00		345,000 00	345,000 00	
Navy hospital, Boston	1,011 12	6,000 00	1 87	7,012 99	5,567 70	1,445 29
Navy hospital, New York	11 81	19,270 00	2 10	19,283 91	10,836 00	8,447 91
Navy hospital, Philadelphia	2,873 48	7,100 00	200 00	10,173 48	3,568 00	6,605 48
Navy hospital, Norfolk	3,409 12	1,200 00	271 72	4,880 84	1,746 00	3,134 84
Navy hospital, Pensacola	1,357 94	19,828 00	43 84	21,229 78	18,944 24	2,285 54
Naval magazine, Boston	4,209 63	22,000 00		26,209 63	9,010 33	17,199 30
Naval magazine, New York		110,000 00	4 00	110,004 00	72,994 23	37,009 77
Naval magazine, Washington	16,212 00	9,500 00		25,712 00	5,312 37	20,399 63
Naval magazine, Norfolk	15,749 55	10,000 00		25,749 55	16,200 73	9,548 82

* \$46,951 39 of this sum carried to surplus fund.

STATEMENT—Continued.

Heads of appropriations.	Balances of appropriations July 1, 1856.	Appropriations for the fiscal year 1855-'56.	Repayments from July 1, 1855, to June 30, 1856.	Amounts applicable to the service of the fiscal year 1855-'56.	Amounts drawn by requisitions from the treasury during the fiscal year 1855-'56.	Balances June 30, 1856.	Remarks.
Naval magazine, Portsmouth, N. H.		\$500 00		\$500 00	\$400 00	\$100 00	
Naval magazine, Philadelphia		20,000 00		20,000 00	9,060 00	10,940 00	
Naval magazine, Pensacola		8,000 00	\$439 57	8,439 57	4,494 30	3,945 27	
Pay of marine corps	\$1,647 70	323,233 00	38,499 58	363,380 28	350,509 49	12,870 79	
Provisions, marine corps		40,934 75	25,430 56	66,365 31	66,357 31	8 00	
Contingent, marine corps		31,500 00	32 50	31,532 50	31,532 50		
Clothing, marine corps		55,264 00	743 13	56,007 13	56,007 13		
Fuel, marine corps		20,180 62	1,393 42	21,574 04	21,574 04		
Transportation, marine corps		12,000 00	498 66	12,498 66	12,498 66		
Military stores, marine corps		9,000 00	14,069 29	23,069 29	23,069 29		
Repairs of barracks, marine corps		8,000 00	63 74	8,063 74	8,063 74		
Relief of widows, &c., of officers and men of the brig Washington		144 00		144 00	144 00		Indefinite.
Relief of purser Francis B. Stockton		67 57		67 57	67 57		Indefinite.
Relief of Zachariah Lawrence, of Ohio		7,936 20		7,936 20	7,936 20		Indefinite.
Total	3,260,662 99	15,701,968 49	1,778,521 86	20,741,153 34	15,917,254 31	4,823,899 03	

STATEMENT—Continued.

RECAPITULATION.

Amount applicable to the service of the fiscal year 1855-'56, as per aggregate of fourth column.....	\$20,741,153 34
From which deduct amount of refunding and transfer requisitions, as per third column	1,778,521 86
Will show the amount applicable to the above period.....	18,962,631 48
From which deduct amount drawn by requisitions from the treasury, as per aggregate of fifth column.....	\$15,917,254 31
From which last sum deduct amount of transfer and refunding requisitions.....	1,778,521 86
	<u>14,138,732 45</u>
Will leave the aggregate of the fifth column of balances on June 30, 1856.....	<u>4,823,899 08</u>

TREASURY DEPARTMENT,

Second Comptroller's Office, November, 1856.

No. 15.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE,
November 19, 1856.

SIR: I have the honor to transmit herewith two copies of an abstract of the expenditures under the head of contingent expenses as settled and allowed at this office from the 1st of July, 1855 to the 30th of June, 1856.

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

Hon. J. C. DOBBIN,
Secretary of the Navy.

Abstract of expenditures under the head of contingent expenses of the navy, as settled and allowed at the office of the Fourth Auditor of the Treasury, from the 1st of July, 1855, to the 30th of June, 1856, inclusive.

No. of report.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1855.					
585	July 10	E. Fitzgerald	Purser	\$175 08		Stationery, apprehension of deserters, &c.
586	11	Walker Anderson	Navy agent	5,863 62		Commissions, advertising, &c.
590	20	Geo. Loyall	do	23,021 44		Freight, pilotage, &c.
592	23	B. D. Heriot	do	424 01		Advertising, postage, &c.
595	25	J. F. Steele	Purser	2,154 55		Pilotage, &c.
598	August 2	J. O. Bradford	do	6,311 20		Apprehension of deserters, pilotage, &c.
607	8	S. Forrest	do	27,587 29		Laborers, pilotage, &c.
614	15	M. C. Marin	Lieutenant	167 70		Travel.
615	15	W. D. Hurst	do	96 00		Travel.
617	21	J. A. Bates	Purser	978 48		Apprehension of deserters, pilotage, &c.
630	29	L. D. Slamm	do	2,954 04		Do. do.
634	Sept. 15	W. L. Maury	Lieutenant	445 45		Pilotage, travel, and boat-hire.
636	18	J. O. Bradford	Purser	1,018 48		Advertising, pilotage, &c.
638	18	J. G. Harris	do	7,635 89		Pay of mechanics, postage, &c.
640	19	J. B. Rittenhouse	do	29 90		Travel.
642	22	A. E. Watson	do	2,335 25		Travel, mechanics, &c.
654	October 6	E. Farrand	Commander	591 65		Travel, postage, &c.
658	12	J. McMcIntosh	Captain	29 33		Firewood, carpet, &c.
661	16	T. B. Nalle	Purser	53 79		Postage, pilotage, &c.
670	18	J. H. Briscoe	Navy agent	1,604 73		Commissions, postage, &c.
671	23	A. A. Nicholson	Quart'r marine corps		\$5,703 35	Quarters for officers, &c.
672	25	B. J. Cahoon	Purser	66 00		Postage, &c.
674	26	J. A. Semple	do	154 52		Travel, postage, &c.
678	Novem'r 3	G. R. Barry	do	89,477 29		Pilotage.
685	9	W. Speiden	do	14,403 64		Do.
689	26	C. Swackhamer	Navy agent	91,382 28		Hay, lumber, coal, castings, &c.
692	27	J. Y. Mason, jr.	Purser	4,298 29		Labor, freight, &c.

ABSTRACT—Continued.

No. of report.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
1855.						
693	Novem'r 28	McK. Buchanan	Purser	\$2, 215 87		Pilotage, boat-hire, &c.
694	29	J. H. Watmough	do	6, 695 96		Travel, postage, pilotage, &c.
696	December 3	A. Greenleaf	Navy agent	17, 007 72		Stationery, commissions, advertising, &c.
697	5	J. A. Semple	Purser	118 85		Postage, travel, &c.
698	6	R. P. Ashe	Navy agent	32, 279 23		Commissions, labor, freight, &c.
700	6	H. Bridge	Purser	257 05		Travel.
702	11	Baring Brothers & Co	Navy agent	3, 709 53		Difference of exchange, postage, &c.
703	14	L. A. Williams	Assistant engineer	274 95		Travel.
705	18	J. G. Harris	Purser	4 65		Postage.
708	21	A. E. Watson	do	43 18		Apprehension of deserters and postage.
709	22	J. H. Briscoe	Navy agent	1, 418 52		Travel, stationery, postage, &c.
713	26	J. F. Steele	Purser	6 42		Postage and recovering boat.
716	29	R. Pettit	do	11, 442 38		Pilotage, travel, and postage.
718	31	A. Day	Navy agent	18, 594 96		Commissions, freight, &c.
722	31	J. Y. Mason	Purser	1, 265 58		Labor, pilotage, &c.
1856.						
723	January 4	F. B. Stockton	do	676 84		Pilotage, &c.
726	12	N. Moses	Navy agent	18, 208 50		Freight, commissions, and lumber.
730	17	E. T. Dunn	Purser	3, 751 76		Stationery, freight, &c.
728	17	A. A. Nicholson	Quartermaster		\$5, 673 09	Quarters, advertising, &c.
736	22	J. H. Briscoe	Navy agent	5, 747 78		Commissions, postage, advertising, &c.
739	24	G. F. Sawyer	Purser	27 00		Storekeeper's laborers.
741	26	B. D. Heriot	Navy agent	5, 876 51		Commissions, materials, &c.
742	26	E. D. Reynolds	Purser	120 99		Transportation of specie.
744	26	W. Green	Commander	2, 292 00		Demurrage, arrest of deserters, &c.
745	30	E. McCall	Navy agent	7, 903 71		Shipping dollars, postage, &c.
746	30	W. W. Kelly	Purser	170 00		Ligh terage and pilotage.
748	February 6	F. B. Renshaw	Timber agent	373 22		Travel
750	7	J. Boyle	Lieutenant	1, 126 95		Pilotage, boat-hire, &c.

751	8	G. Loyall	Navy agent	4,029 30	Freight, commissions, &c.
754	8	J. P. Abbott	Purser	1,712 26	Storage of goods, travel of seamen, &c.
755	9	T. B. Nalle	do	9,947 25	Labor, stationery, postage, &c.
760	16	L. D. Slamm	do	8,362 57	Labor, apprehension of deserters, stationery, &c.
769	22	W. Anderson	Navy agent	9,239 59	Commissions, freight, &c.
775	25	E. D. Reynolds	Purser	214 28	Transportation of specie.
776	26	S. Ramsey	do	1,488 27	Labor, freight, apprehension of deserters, &c.
778	27	B. F. Shattuck	Lieutenant	143 00	Travel.
782	March 5	J. Smith	Navy agent	27,862 56	Freight, labor, commissions, &c.
784	6	L. C. Startori	Lieutenant	153 00	Travel.
785	7	F. Stanley	do	1,467 06	Pilotage, labor, &c.
786	7	J. G. Harris	Purser	13,637 84	Labor, postage, apprehension of deserters.
788	10	H. J. Hartsteen	Lieutenant	25 75	Postage, &c.
789	11	G. Loyall	Navy agent	10,021 60	Travel, freight, advertising, &c.
790	12	F. Young	Lieutenant	247 28	Travel.
791	13	H. T. Hurlbert	Purser	751 34	Travel, stationery, &c.
792	13	J. McMcIntosh	Captain	43 75	Wood, postage, &c.
793	13	E. T. Spedden	Lieutenant	247 28	Travel.
801	15	H. T. Hulbert	Navy agent	4,844 60	Commissions, advertising, &c.
805	18	E. C. Doran	Purser	163 00	Postage, &c.
807	18	do	do	55 69	Do.
808	19	B. D. Heriot	Navy agent	631 41	Freight, travel, &c.
810	22	J. Stoddard	Commander	196 00	Travel.
811	22	E. P. McCrea	Master	2 7 28	Do.
812	24	W. Anderson	Navy agent	7,402 42	Commissions, travel, &c.
813	26	A. E. Watson	Purser	3,611 72	Labor, apprehension of deserters, &c.
814	27	J. H. Briscoe	Navy agent	20 00	Apprehension of deserters.
816	29	E. C. Doran	Purser	61 60	Apprehension of deserters, postage, &c.
820	April 2	J. D. Johnson	Lieutenant	23,757 91	Freight, pilotage, &c.
827	10	N. Moses	Navy agent	3,836 77	Labor, travel, stationery, &c.
830	12	J. B. Rittenhouse	Purser	4 50	Postage.
832	12	J. Y. Mason, jr	do	12,169 77	Labor, pilotage, freight, &c.
836	15	J. F. Steele	do	39 65	Apprehension fees, postage, &c.
837	15	W. H. Ward	Master	195 23	Travel.
840	17	R. P. Ashe	Navy agent	12,097 22	Commissions, clerk-hire, pilotage, &c.
847	21	J. M. Brooks	Lieutenant	326 10	Travel.
849	23	L. D. Slamm	Purser	7,365 84	Labor, stationery, postage, &c.
861	26	L. T. Chatard	Captain's clerk	97 25	Travel.
862	28	B. F. Gallaher	Purser	1,401 26	Travel, postage, pilotage, &c.

ABSTRACT—Continued.

762

No. of report.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1856.					
863	April 28	G. F. Lindsay	Quartermaster		\$9,789 16	Quarters, postage, lumber, &c.
866	May 3	A. A. Nicholson	Late quartermaster		5,206 38	Do. do.
870	5	J. V. B. Bleeker	Purser	\$1,046 91		Pilotage, boat-hire, &c.
871	6	A. E. Watson	do	3,283 69		Labor, lumber, postage, &c.
873	7	C. Price	Commander	223 96		Travel.
879	10	H. G. S. Key	Acting purser	10 00		Apprehension of deserter.
883	15	C. Swackhamer	Navy agent	12,385 24		Commissions, freight, &c.
885	19	G. F. Lindsay	Quartermaster		5,302 76	Quarters, postage, &c.
886	20	J. F. Steele	Purser	35 56		Apprehension fees, postage, &c.
888	21	W. Anderson	Navy agent	8,920 38		Advertising, travel, &c.
889	22	G. H. Ritchie	Purser	4,248 35		Pilotage, boat-hire, &c.
891	24	J. Y. Mason, jr	do	11,716 81		Labor, materials, postage, &c.
901	29	E. C. Doran	do	54 65		Travel.
906	June 5	A. Greenleaf	Navy agent	6,104 14		Commissions, freight, &c.
908	9	J. C. Hunter	Purser	2,198 59		Boat-hire, pilotage, labor, &c.
909	9	J. G. Harris	do	13,963 69		Labor of mechanics, freight, &c.
921	10	N. Moses	Navy agent	4,218 39		Commissions, advertising, travel, &c.
922	12	B. D. Heriot	do	589 45		Pilotage, stationery, and travel.
927	16	E. D. Reynolds	Purser	462 48		Pilotage, postage, &c.
928	17	T. B. Nalle	do	18,787 02		Labor of mechanics, &c.
929	17	E. C. Doran	do	41 43		Travel.
937	26	B. F. Gallaher	do	5,476 46		Travel, freight, postage, &c.
				686,756 41	31,674 74	

REPORT OF THE

A. O. DAYTON.