
REPORT
OF THE
SECRETARY OF THE NAVY,
DECEMBER, 1859.

REPORT.

NAVY DEPARTMENT, *December 2, 1859.*

SIR: In the month of February last the expedition to Paraguay was brought to a successful issue. By your direction, I had taken the necessary steps to concentrate a strong naval force of 19 vessels, carrying 200 guns and 2,500 men, well supplied with ammunition, small arms, and whatever was necessary to its success, in the waters of the La Plata. It consisted of the frigate Sabine, Flag-officer W. B. Shubrick, Captain H. A. Adams; the frigate St. Lawrence, Flag-officer F. Forrest, Captain J. B. Hull; the sloops-of-war Falmouth, Commander E. Farrand, and Preble, Commander T. A. Jenkins; the brigs Dolphin, Commander Charles Steedman; Bainbridge, Lieutenant Commanding F. B. Renshaw, and Perry, Lieutenant Commanding R. L. Tilghman; the steamers Memphis, Commander J. B. Marchand; Atalanta, Commander D. B. Ridgely; Caledonia, Commander A. L. Case; Southern Star, Commander A. M. Pennock; Westernport, Commander T. T. Hunter; Fulton, Lieutenant Commanding J. J. Almy; Water Witch, Lieutenant Commanding R. B. Pegram; the M. W. Chapin, Lieutenant Commanding W. H. Macomb; the revenue steamer Harriet Lane, Captain John Faunce, and the armed store-ships Supply, Lieutenant Commanding F. Stanly, and Release, Lieutenant Commanding W. A. Parker.

The frigate Sabine, with Flag-officer Shubrick, to whom the expedition was intrusted, and Mr. Bowlin, the special commissioner to Paraguay, left New York October 17, 1858, arrived at the La Plata December 18, and found most of the vessels comprising the expedition already there. On the 30th of the same month Mr. Bowlin and Flag-officer Shubrick left Montevideo, with the steamers Fulton and Water Witch, to ascend the river, and on the 25th of January arrived with them at Assuncion, the capital of Paraguay. On the 10th of February the commissioner took formal leave of the President of Paraguay, having fully accomplished the objects of his mission. The relations of the two countries having been restored and placed upon the most cordial footing, a new commercial treaty and a special convention having been executed, and satisfactory apologies and indemnities made, the Fulton and Water Witch, with the commissioner and flag-officer, on the morning of the 13th of February, proceeded down the river. All the vessels intended for the expedition, and capable of ascending the river, excepting two of the least importance, were above Rosario in time to have acted in case of necessity. The Fulton, Water Witch, Harriet Lane, Atalanta, Westernport, Memphis, Caledonia, Southern Star, Preble, Dolphin, Perry, Bainbridge, Release, Supply, and the Argentina, carrying 1,740 men, exclusive of commanding officers, and 78

guns, including 23 9-inch shell guns and one 11-inch shell gun, had overcome the currents, shoals, sand-bars, and other difficulties and obstructions of a long and tedious river navigation, were reported ready for service, and were in a position to operate against Paraguay. To the zeal, energy, discretion, and courteous and gallant bearing of Flag-officer Shubrick and the officers under his command, in conducting an expedition far into the interior of a remote country, encountering not only great physical difficulties, but the fears and apprehensions and prejudices of numerous States, and to the good conduct of the brave men under their command, is the country largely indebted, not only for the success of the enterprise, but for the friendly feeling towards the United States which now prevails in all that part of South America.

The expense of the expedition was defrayed out of the ordinary appropriations for the naval service, except the sum of \$289,000 appropriated by Congress on the 3d of March last, to pay for the charter or purchase of the six screw steamers and one side-wheel steamer, which, from the deficiency of light-draft vessels in the navy capable of navigating the Parana and the Paraguay, it had become necessary to charter for the occasion. They were chartered accordingly, for six months or longer, with the privilege of an election on the part of the United States to convert the charter into a purchase at stipulated prices, and to apply all payments for the use of the vessels in part payment of the purchase-money. The sums due for the use of them amounted to \$137,693, and the balance, \$151,307, would effect a purchase of these seven vessels. The election was made, and by the payment of that sum the department was released from its contract to restore them to their former condition, and they became the property of the government. They have since been fitted for the service in which they are now engaged. Five of them are employed on the coasts of Africa and Cuba; one between the Washington and Gosport navy-yards, in lieu of the Water Witch, which has also been sent to the coast of Cuba; and the other, the side-wheel steamer, in the La Plata and its tributaries, as part of the Brazil squadron. The cost of maintaining these seven vessels in commission is not much greater than that of maintaining a single steam frigate.

SUPPRESSION OF THE AFRICAN SLAVE TRADE.

The purchase of these steamers enabled the department to adopt more efficient measures for the suppression of the African slave trade. Being of light draft, those on the African slave coast will enter harbors and rivers where the slave traffic originates, while those on the coast of Cuba will frequent its harbors, cruise in the track of the slave traders on both sides of the island, and will be very sure to intercept such as may escape the vigilance of the former. Eight steamers have been detailed to suppress this trade—four to cruise on the coast of Guinea, and an equal number on the coast of Cuba, two on each side of the island. It is intended to employ another steamer to cruise between New Orleans, Mobile, Pensacola, and Key West, for that and other purposes, as soon as she can be spared from other objects. To enable

the African squadron, now consisting of three sloops-of-war and four steamers, to be constantly in the neighborhood of the places where the traffic is carried on, the depot of naval supplies has been removed from Porto Praya, in latitude north fifteen degrees, near Cape de Verde, to St. Paul de Loando, in latitude south eight degrees. Under the former arrangement, the vessels of the squadron, then sailing vessels only, in seas where calms prevail were most of the time employed in making the voyage from the proper cruising ground to Porto Praya for supplies, and back again to the cruising ground, and the voyage was scarcely performed before it became necessary to repeat it; while under the present arrangement it will seldom be necessary for them to be absent, and then for a short time only. This constant presence of a squadron of steam vessels on the coast of Africa, and similar provision on the coast of Cuba, will render the slave traffic so dangerous for American vessels that few will be willing to embark in it. What the effect of breaking up the trade will be upon the United States or Cuba it is not necessary to inquire; certainly, under the laws of Congress and our treaty obligations, it is the duty of the executive government to see that our citizens shall not be engaged in it, and that our flag shall not be used for its purposes.

INCREASE OF THE NAVY.

Since the commencement of the present administration, twenty steam vessels have been added to the navy—thirteen by construction, and the aforementioned seven by purchase. Those authorized to be built by the act of March 3, 1857, are the Lancaster, Pensacola, Brooklyn, Hartford, and Richmond. The Lancaster and Hartford are, respectively, the flag-ships of the Pacific and East India squadrons. The Brooklyn is attached to the home squadron. The Pensacola and the Richmond are ready for their machinery, and as soon as it is erected on them will be ready for sea. These ships have steam power as auxiliary to sails, are armed with heavy 9, 10, and 11-inch Dahlgren shell guns, and will have the speed of twelve statute miles an hour at sea under steam alone.

The seven steam screw sloops-of-war, Mohican, Narragansett, Iroquois, Wyoming, Pawnee, Dacotah, and Seminole, and the side-wheel steamer Saginaw, which were authorized by the act of June 12, 1858, have been launched, and are all in commission, except the Pawnee, the Dacotah, and the Seminole, which are waiting for their machinery. In these ships steam is the principal motive power, and sails auxiliary. The contractors for the machinery have guarantied the speed—for the Pawnee, sixteen statute miles an hour; for the Dacotah, fifteen miles; both under heavy penalties; for the other five, eighty revolutions of the propeller in a minute—a velocity which, in the Wyoming, the only one tried, has given fourteen miles an hour, without the use of sails. The draft of four of them is thirteen feet; of the other three, ten feet; and the armament consists principally of heavy shell guns. The side-wheel steamer Saginaw has a draft of seven feet only, and will carry a light armament of 32 and 24-pounders.

The Pensacola and the Seminole have been built at the navy-yard in

Florida, and are the first ships-of-war constructed there. They are fully equal in construction to those which have been built at the other navy-yards, and are highly creditable to that establishment. It has given full proof that it is able to build a ship-of-war in the best manner, and that in point of economy, as well as skill, it is not inferior to any other. Situated as it is, on the Gulf of Mexico, in the vicinity of the waters where our ships must be much employed for the protection of some of the greatest interests of the country, it eminently deserves, certainly as much as others, the fostering care of Congress. The machinery for these vessels has necessarily been constructed at other establishments.

The Saginaw has been built on the Pacific side, at the Mare Island navy-yard, in California. It has been well and economically built, both the vessel and the machinery. It proves the competency of the government to meet the demands of the navy, both for construction and repair, in the Pacific ocean, without doubling Cape Horn. We can undoubtedly construct, repair, and maintain a Pacific squadron, from the timber and other resources of California and Oregon, with but little aid from the Atlantic side, and that aid can be furnished without much inconvenience, by the comparatively short way of the Isthmus. The voyage around Cape Horn is long, tedious, and expensive, and, though it may be often necessary to be repeated, for many reasons, and among others for the advantages to be derived from the presence of a ship-of-war at various points on the route, yet it is obvious that the efficiency of a naval force in the Pacific will be much enhanced by the policy of maintaining an efficient navy-yard on that coast.

Although our naval force has been thus increased by the addition of twenty steam vessels, yet I beg leave most respectfully to renew the recommendation which I had the honor to make a year ago, of a still further increase of the navy. The cost of these twenty steam vessels has been less than five millions of dollars, while the sum retained in the treasury by the policy adopted at the last session of Congress of suspending improvements in the navy-yards, and restricting the appropriation for equipment and repair, has amounted, during the present fiscal year, to more than three millions of dollars; and if Congress shall continue the policy of suspending these improvements during the next fiscal year, according to the estimates now submitted, there will be retained in the treasury a million and a half or two millions more. Thus it may be said that the treasury will be nearly or quite indemnified for the cost of this increase of twenty steam vessels in the navy by a corresponding retrenchment of naval expenditure. But, independently of any consideration of this kind, the protection of our coast and coasting trade on the Atlantic and Pacific sides of the continent, of five millions of commercial tonnage, six hundred millions of foreign exports and imports, and of American citizens and interests in all parts of the world, imperatively requires a more efficient and powerful naval force than we now have at command. Instead of perpetuating old vessels, which never can be made effective in naval warfare, or expending millions in constructing a few large ships, which are likely to perish or be superseded, before they will be wanted, it is earnestly recommended to prosecute with vigor the line of policy which has been adopted by Congress, and to add to the navy a much larger number of steamships,

which can be maintained at comparatively small cost, are a constant and pressing necessity at home and abroad, can go wherever they may be needed, and can insure protection and security to our widely extended coast, our rapidly increasing commerce, and to American citizens and interests wherever they may be found. It is a source of extreme regret and mortification that we are now, at times, obliged to sit by, passively, and see in some foreign countries citizens of the United States imprisoned, plundered, and murdered, because the Executive has not the means to protect or redress them. I beg leave to refer to the views expressed in my last annual report, and, without repeating them now, to urge them again with renewed earnestness.

MARINE CORPS, ETC.

The increase of the navy, which has, for some years past, been gradually taking place, and its increased activity, have rendered necessary a corresponding increase in its marine, medical, and purser's departments. The marine corps is an indispensable branch of the naval service. It furnishes the guard of every naval station, of every receiving ship, and of every ship-of-war of the United States that goes to sea. At home we have had occasion to appreciate its prompt and disciplined energy, in maintaining law, order, and government against outbreaks of illegal violence. It is a gallant little band, upon which rest the most widely extended duties at home and in every sea and clime, without sufficient numbers to perform them. Very much the same may be said of the medical corps of the navy. They are designed to be guardians of the life and health of the officers, seamen, marines, and others in this branch of the public service, not only at shore stations but at sea, where far removed from other medical aid, exposed themselves also to the hazard of sea and climate; and yet, the government has not authorized a sufficient number of them to perform the necessary duty; and officers and men are sometimes obliged, while in remote service, to forego the additional chances of life and health, which competent medical assistance usually affords. In the purser's department we find the same deficiency; not only are duties imposed on the naval officer which are not appropriate or congenial to his profession or to his position in command, but, contrary to our most cherished public policy, the public moneys are taken from the public treasury, and placed in individual hands without bond or surety. I beg leave to refer to facts and suggestions on these subjects, presented in the last annual report from this department, and to renew the recommendations which I then made.

NAVAL ACADEMY.

The Naval Academy continues under the superintendence of Captain George S. Blake, and I have the most gratifying evidence of the proficiency of the pupils in all the branches of their profession. Twenty acting midshipmen graduated in June; one hundred and thirty-three have since been permitted to be examined for admission, and of these, eighty-six were found qualified, and admitted.

For the purpose of increasing the efficiency of the navy, without materially increasing the annual charge upon the treasury, I have transferred the new members of the fourth class of acting midshipmen to the sloop-of-war Plymouth, attached to the academy, thereby enlarging the accommodations provided there without the expense of new buildings; and arrangements have already been made to accommodate eighty-five pupils and their instructors on board of that vessel.

This measure is a decided improvement. It has been accomplished with great facility and at inconsiderable expense. It subjects the pupils to stricter discipline and closer supervision. At the outset of their studies it introduces and attaches them to naval life, and makes every part of a ship-of-war, and their duties connected with it, as familiar as household words. It enables the department more fully to carry into effect the act of Congress of August 3, 1848, which authorizes the number of 464 midshipmen, being, at the time of the passage of that act, two to each congressional and territorial district. At the close of the last academic year there were but 197 midshipmen in the navy. The deficiency of so many young, active, and efficient naval officers in this important grade, has been felt in the discipline of the service. It has been partially supplied by rating enlisted seamen and landsmen as master's mates, to the number of about one hundred and sixty, at an annual expense of more than \$60,000, to perform the proper duties of midshipmen. It must be obvious that here is a wide door open for improvement, as the expense to the government of master's mates is about as great as that of midshipmen, while in the place of these enlisted men will be substituted well-taught and well-disciplined graduates of the Naval Academy.

The board of officers appointed to witness the annual examinations have made a highly favorable report of the general management, discipline, and police of the academy. They recommend that no candidate be admitted under the age of fifteen, instead of fourteen, as the requirement now is; that the time of reporting for admission be the 1st of June, instead of the 20th of September; that the French and Spanish languages enter into the final examination of midshipmen, and have due weight in determining their relative standing; that besides the practice-ship a small screw steamer be attached to the academy; that the pupils be instructed in the duties of engineering, in the manufacture of fire-works, and all ordnance matter in which gunpowder and its constituents enter; that a short course of naval architecture be introduced; and they make other suggestions, which, in their opinion, would increase the theoretical and practical knowledge of the pupils of the academy.

The sloop-of-war Plymouth, Commander T. T. Craven, has made the annual cruise, with 107 of the acting midshipmen. She visited the ports of Plymouth, in England, Brest, in France, Cadiz, in Spain, and Funchal, in Madeira. The great government establishments of Plymouth and Brest were visited by the acting midshipmen, on the invitation of the authorities in command at those places. Commander Craven's report, which is herewith submitted, affords evidence of a high degree of proficiency on the part of the pupils in their practical

duties. Those of the first class were intrusted with the navigation of the ship, and acquitted themselves in a very creditable manner.

SQUADRONS.

The *home squadron*, under the command of Flag-officer W. J. McCluney, consists of the steam frigate Roanoke, Captain W. H. Gardner; the frigate Sabine, Captain H. A. Adams; the steam sloop-of-war Brooklyn, Captain D. G. Farragut; the sloops-of-war Savannah, Captain Joseph R. Jarvis; Saratoga, Commander Thomas Turner; Jamestown, Commander C. H. A. H. Kennedy; St. Louis, Commander C. H. Poor; Preble, Commander T. A. Jenkins; the steamers Mohawk, Lieutenant Commanding T. A. Craven; Wyandott, Lieutenant Commanding F. Stanly; Crusader, Lieutenant Commanding J. N. Maffitt; Water Witch, Lieutenant Commanding L. W. Sartori; and store-ship Relief, Commander B. M. Dove. Flag-officer J. M. McIntosh, who commanded the squadron until January, was then, at his own request, on account of ill-health, detached from the command. The Fulton was ordered to the coast of Cuba to cruise for slavers; but, having been disabled, the Water Witch has taken her place.

On the 25th of November, 1858, Flag-officer McIntosh arrived at San Juan de Nicaragua, in the steam frigate Roanoke. Learning that two officers from the British steam frigate Valorous, then lying in that port, had a few days before visited the steamer Washington, on her arrival there with passengers bound for California, and while on board of her, closely questioned her commander, he opened a correspondence with the senior British officer present, requesting an explanation. It was given in a frank and candid manner. The visit was avowed to be one of friendly inquiry, usually made by ships of war when vessels enter a port where they are lying, and not an attempt to revive the practice of search, against which this government, a few months previous, had taken decisive measures. The explanation was satisfactory to Flag-officer McIntosh, whose course on this occasion, was regarded as prompt and judicious, and received the warm approval of the department.

The St. Louis joined the squadron in February, the Brooklyn in March, the Preble in June, and the Sabine in August. The Jamestown, St. Louis, and Preble, have been cruising most of the time on the coast of Nicaragua; the Brooklyn, Savannah, and Saratoga, on that of Mexico. The flag ship Roanoke has been much in the neighborhood of Aspinwall, occasionally alternating with one of the vessels on the coast of Nicaragua. In May, she afforded Mr. Jones, United States minister at Bogota, a passage from Aspinwall to Carthagena.

The Brooklyn having left New York in February, visited Beaufort, South Carolina; thence proceeded to Port au Prince and Aux Cayes, to protect our interests from suffering by the revolution then prevailing in Hayti; and thence proceeded to Aspinwall, where she arrived March 12. On the 23d, she set sail for Vera Cruz, to aid Mr. McLane, United States minister to Mexico, in the accomplishment of his mission. In

September, she afforded him a passage to Mobile, and recently, on his return to Mexico, she has afforded him a passage to Vera Cruz.

In July, the Sabine visited St. Domingo city, to afford protection to American citizens residing there.

On the 13th of August, the St. Louis was dispatched from Aspinwall to Carthagena, as the presence of a man-of-war in that port was deemed necessary to protect our citizens during the revolution in Bolivia.

The Savannah was ordered to Boston to recruit, as her officers and crew had suffered from the climate of Mexico and Central America. She arrived there in July, and in August returned again to the coast of Mexico.

The steamers Crusader, Mohawk, Wyandott, and Water Witch, are cruising on the coast of Cuba—the first two on the north, the others on the south side of the island—for the suppression of the African slave trade supposed to be carried on there in American vessels.

On the 18th of November, Lieutenant Craven, commanding the Mohawk, discovered a brig at anchor about twelve miles from Sagua la Grande. On sending a boat to examine her, at its approach her crew were seen to leave in their boat. On boarding her, she was supposed to be the Cygnet, of Baltimore, and had evidently recently landed a cargo of slaves. No papers were found on board excepting some loose memoranda and bills. Possession was taken of her, and she was towed by the Mohawk to Key West, and turned over to the United States marshal.

The United States steamer Fulton, G. G. Williamson, commander, sailed from Norfolk on the 25th of August, for the south side of Cuba, to be there employed on special service. Shortly after leaving Key West, where she called for a supply of coal and water, many of her officers and crew were attacked by fever, among whom were the commander, purser, and master of the vessel. When off Cape Antonio, the sick list increasing, an epidemic fever being apprehended, it was deemed a measure of prudence and safety, to resort to a healthy location for a few days, and her course was directed to the Tortugas. The weather threatening and a high sea running, it was dangerous to approach the reefs, and it was then determined to run for Pensacola, wind and sea favoring it. The wind soon became a gale, and a little after one o'clock on the morning of the 16th of September, the Fulton went ashore at St. Rosa Island, about twenty-five miles east of Fort Pickens, in Florida: no lives were lost, most of the public property on board was saved, and by the untiring industry and energy of those connected with the navy-yard at Pensacola, assisted by her officers and crew, she was again put afloat and taken to Pensacola, where she still remains. The department ordered a court of inquiry, and, upon the facts reported by it, deemed no further proceeding to be necessary.

The *Pacific squadron* has been commanded by Flag-officers Long and Montgomery. The former was detached, and the latter succeeded him in August. The steam frigate Merrimac, Commander R. B. Hitchcock; the steamer Saranac, Captain R. Ritchie; the sloops-of-war St. Mary's, Commander W. D. Porter; Levant, Commander W. E. Hunt; Vandalia, Commander A. Sinclair; Decatur, Commander H. K. Thatcher;

Cyane, Commander S. Lockwood; the steamship Lancaster, Captain J. Rudd; and the storeship Warren, Lieutenant J. J. Boyle, have been attached to the squadron. The steam sloop Wyoming, Commander J. K. Mitchell has received her orders, and is on her way to join it. The steam sloop Narragansett, Commander T. A. Hunt, is in commission, and will soon follow her. The Merrimac and Vandalia have been detached, and are on their way to the Atlantic States. The Decatur has been put out of commission at the navy-yard in California. Commander C. H. Davis commanded the St. Mary's until the 21st of February, when he was succeeded by Commander R. D. Thorburn.

The Merrimac arrived at Realejo, in Nicaragua, November 7, 1858, from a cruise to the Sandwich Islands, touching at Acapulco. She remained on the coast until late in March, to coöperate with General Lamar, United States minister to Nicaragua, and then visited Panama, Paita, Callao, and returning, visited Guayaquil, Paita, and Tumbes, and arrived at Panama, August 18, where Flag-officer Long was relieved by his successor.

In January the Saranac proceeded from Panama to Guaymas, to protect American citizens there, touching at San Juan del Sur, San Blas, and Mazatlan, and returning, stopped at San Blas, Acapulco, Ventoso, Realejo, and San Juan del Sur, arriving again at Panama April 6, 1859. In May she proceeded to Callao for repairs, and touching at Puna and Guayaquil, returned to Panama.

The Decatur having been for sometime at Realejo to coöperate with our minister, was despatched in January to the Gulf of Fonseca, to arrest an illegal expedition against Nicaragua, which it was apprehended would make its appearance at that point. She visited La Union, returned to Realejo, was sent to San Juan del Sur, returned to Realejo, and thence proceeded to San Francisco, and in May was put out of commission.

The Vandalia, Commander Arthur Sinclair, having been, in June, 1858, dispatched from Panama on a six months' cruise among the islands of the South Pacific, rendered important service to citizens of the United States trading with those distant islands, or thrown upon them by shipwreck. At Oeno and Pitcairn's islands, she rescued the officers, crew, and passengers (more than forty in number) of the American clipper ship Wild Wave, wrecked on her passage from San Francisco to Valparaiso. At Waya, one of the Feejee islands, two American citizens, engaged in trading with that island, had been murdered by the natives. Commander Sinclair made a demand for the perpetrators of the outrage, and was answered with defiance. An expedition was immediately dispatched, under Lieutenant Caldwell, to assault and destroy the principal village on the island. Lieutenant Caldwell had with him Assistant Surgeon Trist, Lieutenant Ramsay, of the marines, Master's Mate Bartlett, and forty seamen and marines. The savages felt secure in their position, which could be approached only through deep ravines, filled with rocks, chasms, and precipices. With indomitable perseverance, the expedition, after nearly five hours' march, reached the village. A fierce conflict ensued between them and about three hundred native warriors, which resulted in the defeat of the latter. The gallantry, coolness, and bravery displayed by officers

and men was in the highest degree commendable. Fourteen of their warriors killed, including two of their chiefs, several wounded, and more than a hundred of their huts destroyed, taught the savages a lesson which will be remembered in those barbarous islands.

The expedition was conducted most successfully throughout, and without loss of life on the part of the Americans, although several were wounded.

The *Vandalia* arrived at San Francisco early in December, and, after some repairs, proceeded towards Panama, touching at intermediate ports. At Guaymas she remained three weeks, the country being in a revolutionary state. Returning to Panama, she remained there until September, and then set sail for New York.

The *St. Mary's*, in October, 1858, was ordered to Guaymas to effect the liberation of Jesu Ainsa, represented to be a citizen of the United States in confinement there, but he was liberated before her arrival. Being informed that another citizen of the United States, Frederick Goerlitz, was imprisoned there, Commander Davis at once demanded the grounds of it. His interference resulted in the immediate release of the prisoner.

While the *St. Mary's* was on the coast of Mexico, that country was in a turbulent and revolutionary state. The presence of the *St. Mary's*, and the energetic measures of Commander Davis, went far to relieve the fears and preserve the property of our countrymen. While her presence was necessary at Guaymas, a detachment of her officers and men was despatched to Mazatlan in a brigantine placed by the American Surveying Commission at the disposal of Commander Davis. The particular object of the expedition was to obtain information of the condition of affairs about Mazatlan, to learn if any citizens of the United States had been imprisoned there or oppressed, and to afford them all possible relief. The service was performed most satisfactorily by Lieutenant J. S. Maury and those associated with him. From Guaymas, the *St. Mary's* proceeded to Mazatlan, thence to Acapulco, where she arrived January 12, 1859, and her officers and crew were relieved on the 21st February by a relief crew sent out across the Isthmus of Panama under the command of Commander R. D. Thorburn. The latter having been sent home, Commander W. D. Porter succeeded him in the command, and joined her at Panama on the 2d July. Soon after, the *St. Mary's* proceeded to Guaymas, with instructions from the department to protest against the oppressive and illegal treatment of Captain Stone and his companions, citizens of the United States, from the authorities of Sonora. The *St. Mary's* arrived there on the 15th October, when the protest was presented, and where she remained when last heard from.

During the past year, the home and Pacific squadrons have been unusually large, and their service unusually severe, on account of the unsettled state of Mexico, Central America, and some of the States of South America. They have been required not only to protect trade and commerce, and to resist the unlawful search or seizure of American vessels under the protection of our flag, but they have been required to be on the alert to arrest and prevent all unlawful expeditions from the United States against those unsettled States, and to protect the public mails and the persons and property of American citizens in their

transit between the Atlantic and Pacific States, and the persons and property of American citizens on the land or on the water wherever they might be accessible. These arduous duties have been faithfully performed.

The *Brazil squadron* has been successively commanded by flag-officers Forrest, Shubrick, and Sands. In the course of the year, as already mentioned, the Sabine, St. Lawrence, Falmouth, Preble, Memphis, Atalanta, Caledonia, Dolphin, Southern Star, Westernport, Fulton, Bainbridge, Water Witch, Perry, Chapin, Metacomet, the Harriet Lane, and the store-ships Supply and Release, have been attached to it. It now consists of the frigate Congress, Captain L. M. Goldsborough; the Dolphin, Commander Charles Steedman; the Perry, Lieutenant Commanding R. L. Tilghman; the Bainbridge, Lieutenant Commanding M. Woodhull; the steamer Pulaski, Lieutenant Commanding W. H. Macomb; and the store-ship Release, Lieutenant Commanding George W. Harrison.

Commander Steedman was the senior officer on the station, from the return of the Paraguay expedition until the arrival of Flag-officer Sands, and was employed principally in the vicinity of the La Plata. The difficulties between the Argentine Confederation and the province of Buenos Ayres made it necessary to have a naval force at hand to guard the interests of American citizens supposed to be endangered by them.

The *Mediterranean squadron*, under the command of Flag-officer E. A. F. Lavellette, has consisted of the steam frigate Wabash, Captain S. Barron, and the sloop-of-war Macedonian, Captain U. P. Levy. The Wabash has been ordered home, and the new steam-sloop Iroquois, Commander J. S. Palmer, will soon be on her way to replace her.

The Wabash visited Beyrout, in Syria, November 2, 1858, for the purpose of investigating the outrages committed at the house of Mr. Dickson, near Jaffa, and the murder of Mr. Steinbeck. All the persons implicated, except one, were arrested, the finding in their cases made up and transmitted to the supreme authority at Constantinople, where the prisoners have since been sentenced to imprisonment and hard labor for life. The visit of the Wabash had a salutary effect upon the lawless tribes who inhabit the mountains of the interior. The Wabash cruised along the coast of Syria, touched at various ports, and received assurances from the pachas of their great desire to protect the rights and interests of American citizens in Syria. She also visited Jaffa, and it was evident that good results were produced. She also visited Alexandria and Constantinople. When the war broke out in Italy, it became necessary for the Wabash and the Macedonian to remain on that coast for the protection of American interests. Although the squadron was small, the service was most effectually performed. When the war terminated, the Macedonian was sent to Smyrna and the coast of Syria. The Wabash arrived at Tunis October 8, having conveyed the American consul, Mr. Nicholson, from Marseilles to that port, where Flag-officer Lavellette and the consul were received by the Bey of Tunis with distinguished honors. The Wabash proceeded, by Messina and Palermo, to Naples, where she received her orders to return to the United States.

The *East India squadron* has consisted of the steam-frigates Powhatan, Captain G. F. Pearson; Minnesota, Captain S. F. Dupont; Mississippi, Captain W. C. Nicholson; and the sloop-of-war Germantown, Commander R. L. Page, under Flag-officer J. Tattnall. The new steam-sloop Hartford, Captain C. Lowndes, has been ordered to it, and, having reached Mauritius as early as September 20, has probably arrived at the station with Flag-officer C. K. Stribling, who succeeds to the command. The sloop-of-war John Adams, Commander Murray Mason, and the new steamer Saginaw, Commander J. F. Schenck, have been ordered to join it. The former is detained at Rio. The Minnesota has returned to the United States, and orders have been issued for the return of the Mississippi, the Germantown, and the Powhatan.

The vessels of this squadron have, during the past year, repeatedly visited the principal ports of China and Japan. Their intercourse with the authorities and inhabitants has been uniformly of the most friendly character. There has been no instance of molestation to American citizens or their property in China, and but a single one in Japan.

In March, the Powhatan proceeded to Singapore to meet Mr. Ward, the newly-appointed minister to China. She awaited his arrival there, and on the 3d of May proceeded with him to Hong Kong, and thence to Shanghai, where she arrived May 28, and on the 17th of June was off the Yang-tse on her way to the Peiho. It became necessary to charter a small light-draft steamer for the purposes of the mission. It could be obtained at not less than \$9,000 per month, and for a term not less than five months. It was accordingly chartered, and an estimate has been submitted for this expenditure. The Powhatan arrived with Mr. Ward off Peiho, July 11. He proceeded to Peking, exchanged the ratifications of the treaty, and on the 17th of August returned to the Powhatan.

Mr. Harris, consul general of the United States to Japan, having received an official application from the Japanese government for a conveyance of their ambassadors to the United States, the steam frigate Mississippi was sent to Simoda, and a passage in her to Panama was tendered for the embassy, and official orders were given to Flag-officer McCluney, of the home squadron, to receive them as they crossed the Isthmus at Panama, and convey them in a public vessel to the port of New York. The Mississippi reached Japan in February, having made all suitable arrangements for the accommodation of the commissioners, but they had determined to postpone their departure until February, 1860. As the Mississippi could not be detained, she was ordered to the United States, and discretionary instructions given to Flag-officer Tattnall, on being relieved by his successor, to return home with the Powhatan by way of Japan, and, if the commissioners were ready to embark, to give them a passage to Panama.

In the early part of August, while the Mississippi was at Shanghai, a disturbance occurred among the Chinese population at that place, growing out of the alledged kidnapping of coolies for a French merchant vessel. The American consul and merchants called on Captain Nicholson for assistance, which was promptly and judiciously afforded by him. He placed the Mississippi before the town, and

landed a portion of her crew, but quiet was soon restored, and no collision occurred.

The *Minnesota*, returning to the United States, left Hong Kong with Mr. Reed, late minister to China, on board, and conveyed him to Bombay, where she arrived January 16. On her way she had visited Singapore and Penang, in the straits of Malacca and Point de Galle and Colombo, in the island of Ceylon, and received the marked attention of the authorities of those places.

At Bombay she was visited by the governor and by the commander-in-chief of the army and navy of Western India. February 20 she arrived at the coast of Muscat, and was immediately visited by the Sultan's chief secretary and interpreter, with offers of assistance. Captain Dupont, with a large suite of officers, waited on his highness, made suitable reference to the death of the late Imaum, his highness's father, and expressed the hope and belief that the same friendly sentiments and uniform protection of American commerce would continue under his son and successor; and, as an evidence of the courteous and kind feelings entertained for the present Imaum or Sultan, he said the President of the United States had sent the largest vessel-of-war that had yet been to the Eastern World to visit his dominions. The Sultan was much gratified, and expressed his warm friendship for the United States of America, and his earnest desire, not alone to protect our present trade, but to do all in his power to foster and increase it. He asked Captain Dupont to accept a present of an Arabian steed and a jewelled sword, which was declined. Captain Dupont sent him a Sharpe's rifle and a Colt's revolver and their accouterments. From Muscat the *Minnesota* proceeded to Cape Town, thence to Boston, where she arrived May 29, 1859.

Flag-officer W. Inman has succeeded Flag-officer Conover in command of the *African squadron*. In the course of the year it has included the sloops-of-war *Cumberland*, Commander J. S. Missroon; *Vincennes*, Commander B. J. Totton; *Portsmouth*, Commander J. Colhoun; *Dale*, Commander W. McBlair; *Marion*, Commander T. W. Brent; *Constellation*, Captain J. S. Nicholas, and the steamers *San Jacinto*, Captain W. M. Armstrong; *Sumpter*, Lieutenant Commanding J. F. Armstrong, and *Mystic*, Lieutenant Commanding W. E. LeRoy, and the store-ship *Supply*, Commander Henry Walke.

The new steam sloop-of-war *Mohican*, Commander S. W. Godon, is under orders to join the squadron. The *Cumberland* and the *Dale* have returned to the United States, and orders have been issued for the return of the *Vincennes*.

The measures which have been adopted to render the naval force on the coast of Africa efficient for the suppression of the African slave trade have been already alluded to in this report, and need not here be repeated.

On the 21st of April last, Commander Brent, of the sloop-of-war *Marion*, in the neighborhood of the Congo river, seized the American barque *Orion*, as a vessel engaged in the slave trade. A prize crew was put on board of her, and she was placed under the charge of Lieutenant Dallas, assisted by Lieutenant W. P. A. Campbell, and

sent to New York, where she arrived June 15, and was delivered to the United States marshal.

Commander Brent, on the 27th of April, in the neighborhood of the Congo, also seized the barque *Ardennes*, of New York, as engaged in the slave trade. Lieutenant Weaver was put in charge of her, with a prize crew, and took her to New York, where, on the 25th of June, he delivered her into the custody of the United States marshal.

On the 21st of September last, Commander Colhoun, of the Portsmouth, seized off Loango the sloop *Emily*, of New York, for being engaged in the slave trade. On being hailed, she hoisted the flag of the United States. Commander Colhoun, satisfied, from the nature of her cargo, the character of her papers, and the conduct of her captain and crew, that she was engaged in the slave trade, placed her in charge of Lieutenant H. K. Stevens and a prize crew, and sent her to New York, where she arrived on the 11th of November.

MISCELLANEOUS.

The survey and exploration of the Parana and the tributaries of the Paraguay river, authorized by Congress, were almost suspended on account of the difficulties between the United States and the government of Paraguay. But these difficulties having been removed, and Commander T. J. Page relieved of his duties as fleet-captain in the Paraguay expedition, he has resumed the immediate charge of the survey.

On the 28th of July, 1859, he had arrived at Cuiaba, the capital of Matto Grosse, the northwest province of the empire of Brazil, in latitude $15^{\circ} 36'$ south, and by the course of the rivers about 2,400 miles from the ocean. As the *Argentina* could not ascend the river Cuiaba in consequence of the low water, she was dispatched to continue the exploration of the San Lorenzo, while Commander Page, with the small steamer *Alpha*, explored the Cuiaba. This river empties into the San Lorenzo, which is a tributary of the Paraguay. He intended immediately to leave the Cuiaba, and to continue the exploration of the Paraguay throughout its navigable extent. He speaks with pleasure of the marked attention received from the government authorities since entering the inhabited parts of the Brazilian territory. Every facility to advance the exploration had been kindly and courteously offered him, and particularly by the president of the province and other high officers of the Brazilian government.

The *Fenimore Cooper*, which was sent out more than a year ago under the command of Lieutenant J. M. Brooke, to survey and lay down with accuracy the obstructions to navigation in the usual routes between San Francisco and China, reached Honolulu, November 15, 1858, after a cruise of forty-three days. She visited the locality of numerous reported dangers in the track to China, and found no indications of land, rocks, or shoals. She sounded, and brought up specimens from depths of two and three miles. On the 29th of December, she sailed from Honolulu on a cruise to the northwest of the Sandwich Islands, visited the Bird and Necker islands, and determined their positions. She then visited French Frigate's shoals, and discovering on

these unoccupied and unclaimed shoals a deposit of guano of good quality, Lieutenant Brooke, on June 14, 1859, took possession of them in the name of the United States, in accordance with the provisions of the act of Congress of August 18, 1856. The quantity of guano is estimated at not less than 25,000 tons, specimens of which were forwarded to the department. The Fenimore Cooper then passed over the positions assigned other islands, the Two Brothers' reef, and another island, nameless on the chart, and found no indication of their existence. Lieutenant Brooke visited Gardner's Island, surveyed Maro reef, went over the positions given to Neva Island, but saw no sign of it; visited Laysan Island, and then returned to Honolulu, where he arrived February 7, 1859. On the 9th of March, he left Honolulu for Johnston or Cornwallis' Island, and made such surveys as would enable vessels to approach it safely to ship guano, known to exist there in large quantities. He then proceeded to the southward as far as the parallel of $15^{\circ}40'$, on which are placed several reported dangers, and examined closely that portion of the sea, but could discover none. He then visited Gaspar Rico or Smyth's Islands, and found them to be a coral reef, elevated on the weather or eastern side, in banks, apparently composed of coral sand, covered with low trees and bushes, presenting, at a distance, the appearance of islands. He then proceeded to the island of Graham, the most important of the Marianas, a principal recruiting station of whalers; and thence to Hong Kong, where he arrived May 19, having on the way taken repeated soundings, and made many important observations.

From Hong Kong he intended to proceed to the islands south of Japan, and thence to the coast of Japan.

The department, on the 1st of May last, made a conditional contract with the Chiriqui Improvement Company and Ambrose W. Thompson, subject to the ratification of Congress, for the purpose of securing to the United States some very valuable privileges in the province of Chiriqui.

The rights proposed to be secured are:

1. A right of way or transit over the roadway granted to the said Ambrose W. Thompson through the province of Chiriqui, from the Carribbean sea to the Pacific ocean, free from all tolls or taxes upon officers, agents, seamen, landsmen, mails, munitions, stores, troops, or any direct property of the United States which the government thereof may transport, or cause to be transported, over said road, during the continuance of the grant made to Mr. Thompson, for the period of sixty years, by the province of Chiriqui.

2. A grant of 5,000 acres of land on each side of the Isthmus for depots and stations for naval purposes, to be selected at the lagoon of Chiriqui on one side, and the harbor of Golfito on the other.

3. The right to use as harbors the waters of the lagoons, bays, or gulfs sheltered or partially surrounded by the lands of the said Chiriqui Improvement Company, and of the said Ambrose W. Thompson, on the Atlantic and Pacific sides of the Isthmus, and wherever their lands may extend.

4. The right to all the coal for naval purposes at or near the points selected for depots and stations for naval purposes; and if coal of supe-

rior quality for steam purposes shall be found at other places, the right to use the same, subject only to the tax of one dime per ton, and the cost of mining and delivering the same.

For all these rights and privileges it is stipulated that the United States will pay to the said Ambrose W. Thompson, for himself and the Chiriqui Improvement Company, the sum of three hundred thousand dollars, provided Congress, at its next session, shall approved the contract and make the necessary appropriation therefor, otherwise the contract to be void.

The importance of securing these privileges for the use of the United States cannot be too highly appreciated: A harbor on the Atlantic side of the Isthmus, another on the Pacific side opposite the one to the other; both of them among the finest and most capacious in the world, capable of receiving and sheltering at all times ships of the largest class and an unlimited number of them; a depot and station for naval purposes at each of these harbors; a right of transit across the Isthmus from one to the other, and a supply of coal, should it be necessary for both the home and the Pacific squadrons, are objects of great importance to the United States, and, if attainable, ought not to be overlooked. The title of Mr. Thompson and the Chiriqui Improvement Company has been submitted to the Attorney General of the United States, and he has expressed the opinion that it is a good and valid title.

The bureaus, in their respective reports, to which I beg leave to refer, have presented a very satisfactory account of their transactions during the past year in relation to the various subjects committed to their particular charge.

There having been no appropriation for improvement in the navy-yards for the present fiscal year, the public works of that description have been suspended, and, in the pursuance of the policy adopted by Congress at its last session, no estimates are presented for their continuance during the next fiscal year. I have caused a special examination to be made of the condition of the Naval Asylum at Philadelphia, under the superintendence of Captain W. W. McKean, and am highly gratified to be able to say that it is in admirable condition, under lenient but firm government, and well adapted to secure the objects of the institution. The agencies for the preservation of live-oak timber belonging to the United States have been successfully conducted, and the system now established and in operation, through the present corps of agents, will, it is believed, effectually secure that important object. I have caused a thorough examination to be made of the several Atlantic navy-yards, and have issued instructions to all of the navy-yards establishing a uniform system of organization and management adapted to insure economy, efficiency, and responsibility. There being a great deficiency in our supply of saltpeter, it has become necessary that an appropriation be made sufficient to secure an ample supply under any contingency that might arise. The superintendent of the Naval Observatory recommends that a larger force be employed in that institution. As the appropriation for the Nautical Almanac failed to receive the sanction of Congress at the last session, it becomes necessary that a small appropriation for that object be made early at the

approaching session, or the work will be arrested for want of funds to carry it on. The supply of provisions and clothing for the navy received from the contractors during the past year has been satisfactory to the officers and men. The tables presented by the Bureau of Medicine and Surgery afford a very satisfactory illustration of the physical efficiency of the crews of our public vessels, of the favorable sanitary condition of the navy, and of the skill and efficiency of the medical corps. The naval laboratory is found to answer satisfactorily the purpose for which it was established. The insane of the navy are now well taken care of in that noble institution which the humanity of Congress has provided in the District of Columbia.

For the support of the navy and marine corps, and all other objects under the control of the Navy Department, for the fiscal year ending June 30, 1858, the estimates were \$13,803,212 77; appropriations, \$14,240,247 27; expenditures, \$13,870,684 76.

For the fiscal year ending June 30, 1859, the estimates were \$14,616,298 23; appropriations, \$14,508,354 23; and the expenditures, \$14,659,267 76.

For the fiscal year ending June 30, 1860, the estimates were \$13,500,370 80; appropriations, \$10,464,769 55.

The estimates for the fiscal year ending 30, 1861, are \$11,244,845 63; that is to say: For the navy proper, \$9,977,115 58; for the marine corps, \$699,736 05; and for all other objects, \$567,994.

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

ISAAC TOUCEY,

Secretary of the Navy.

The PRESIDENT of the United States.

List of papers accompanying the Annual Report of the Secretary of the Navy, December 2, 1859.

- A.—List of deaths, resignations, and dismissions since the last report.
- B.—Report of the board of officers appointed to witness the examination of acting midshipmen, and to examine into the state of the police, discipline, and general management of the Naval Academy, at Annapolis.
- C.—Report of the cruise of the practice-ship Plymouth, under Commander Craven, commandant of midshipmen.
- D.—Reports of the cruise of the surveying schooner Fenimore Cooper, under the command of Lieutenant J. M. Brooke.
- No. 1.—Estimate of appropriations required for the office of the Secretary of the Navy and southwest executive building, for fiscal year ending June 30, 1861.
- 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 Naval Academy, Naval Observatory, and Nautical Almanac estimates.
- 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 paymaster and quartermaster of the corps.
- No. 8.—General estimate (civil) of the office of the Secretary of the Navy and bureaus of the department.
- No. 9.—General estimate of the southwest executive building.
- No. 10.—Summary estimate for all objects under the control of the Navy Department.
- No. 11.—General estimate for the navy proper.
- No. 12.—General estimate for the marine corps.
- No. 13.—General estimate for special objects under the control of the Navy Department.
- No. 14.—Second Comptroller's statement of navy appropriations, expenditures, and balances.
- No. 15.—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 July 1, 1858, to June 30, 1859.

A.

List of deaths in the navy, as ascertained at the department, since December 1, 1858.

Name and rank.	Date.	Place.
<i>Captains.</i>		
Zach. F. Johnson.....	Mar. 17, 1859	Baltimore, Maryland.....
Thomas Paine.....	Oct. 9, 1859	Washington City.....
<i>Commanders.</i>		
John Stone Payne.....	Mar. 2, 1859	Portland, Maine.....
Luther Stoddard.....	Aug. 29, 1859	Geneva, New York.....
Gabriel G. Williamson.....	Oct. 16, 1859	Warrington, Florida.....
<i>Lieutenants.</i>		
J. Howard March.....	Dec. 21, 1858	On board Relief, at sea.....
Charles W. Place.....	Jan. 9, 1859	Manilla, East Indies.....
Isaac W. Hester.....	Jan. 18, 1859	Adamsville, Florida.....
Charles Deas.....	April 16, 1859	Hong Kong.....
Simeon S. Bassett.....	May 6, 1859	Off Buenos Ayres.....
D. R. Lambert.....	May 27, 1859	Off Realejo.....
John K. Duer.....	June 14, 1859	Apalachicola, Florida.....
Benj. F. Shattuck.....	July 6, 1859	Near Winchester, Massachusetts.....
Bayard E. Hand.....	July 16, 1859	Wilmington, North Carolina.....
Richard Forrest.....	Aug. 31, 1859	Rockville, Maryland.....
<i>Surgeons.</i>		
Thomas Williamson.....	Jan. 12, 1859	Norfolk, Virginia.....
Edward Hudson.....	Jan. 23, 1859	New York.....
Samuel Jackson.....	Mar. 16, 1859	Brooklyn, New York.....
James W. Plummer.....	Aug. 20, 1859	Pittsburg, Pennsylvania.....
<i>Passed Assistant Surgeon.</i>		
George W. Howell.....	Oct. 7, 1859	Philadelphia.....
<i>Gunner.</i>		
Thomas M. Crocker.....	Jan. 23, 1859	On board St. Louis, at sea.....
<i>Carpenters.</i>		
Matthew M. Dodd.....	Mar. 9, 1859	Norfolk, Virginia.....
Asa Poinsett.....	Sept. 14, 1859	Boston, Chelsea Hospital.....
<i>Master.</i>		
James Ferguson.....	Dec. 4, 1858	Rio de Janeiro.....
<i>First Assistant Engineer.</i>		
Wm. H. King.....	April 25, 1859	Warrington, Florida.....
<i>Second Assistant Engineer.</i>		
Oscar Davids.....	Feb. 9, 1859	Norfolk, Virginia.....

A—Continued.

Name and rank.	Date.	Place.
<i>Marine Corps.</i>		
Bvt. Brig. General A. Henderson...	Jan. 6, 1859	Washington, D. C.....
<i>Naval Constructors.</i>		
Edward H. Delano	April 9, 1859	Boston, Massachusetts
Samuel F. Hart.....	May 10, 1859	Norfolk, Virginia.....

List of resignations in the navy since December 1, 1859.

Name and rank.	Date of resignation.
<i>Lieutenants.</i>	
J. P. K. Mygatt.....	December 27, 1858.....
Wm. R. Mercer.....	January 24, 1859.....
Pendleton G. Watmough.....	April 26, 1859.....
Wm. S. Lovell.....	May 3, 1859.....
C. Vanalstine.....	May 18, 1859.....
John Van McCollum	July 22, 1859.....
Ed. T. McCauly	August 19, 1859.....
Jesse Taylor, jr.....	October 1, 1859.....
<i>Passed Assistant Surgeons.</i>	
R. P. Daniel.....	June 30, 1859.....
L. Cooper Lane.....	November 29, 1859.....
<i>Assistant Surgeon.</i>	
Joseph D. Grafton.....	July 2, 1859.....
<i>Chief Engineers.</i>	
Jesse Gray	October 22, 1859.....
Daniel B. Martin.....	November 22, 1859.....
Wm. E. Everett.....	December 1, 1859
<i>Chaplain.</i>	
John W. Grier.....	November 1, 1859
<i>Acting Midshipmen.</i>	
J. O. Bradford.....	February 4, 1859.....
Wm. O. H. Robinson	February 28, 1859.....
John Keer Conally.....	..... do
C. S. Hunt.....	March 11, 1859
Wm. C. Jacobs.....	March 23, 1859
F. Augustus Platt.....	April 30, 1859
Thomas D. Fister.....	May 23, 1859.....
Frank Munroe.....	June 23, 1859.....
G. P. Lord.....	..... do
R. M. Hooe.....	..... do
Bruce Lambert.....	..... do
Emory Malin.....	..... do
T. S. Greiner .....	..... do

A—Continued.

Name and rank.	Date of Resignation.
<i>Acting Midshipmen—Continued.</i>	
James F. Fuller.....	June 23, 1859.....
J. J. Hunt.....	do.....
C. J. Foster.....	do.....
L. B. Foster.....	do.....
Robert Boggs.....	do.....
Stephen A. McCarty.....	October 17, 1859.....
Charles D. Cooney.....	November 16, 1859.....
<i>Professor of Mathematics.</i>	
James Major.....	September 3, 1859.....
<i>Second Master.</i>	
Wm. H. Morse.....	May 25, 1859.....
<i>Gunner.</i>	
Leonard K. Ellis.....	January 31, 1859.....
<i>Sailmakers.</i>	
Ware Branson.....	May 27, 1859.....
Stephen Seaman.....	June 9, 1859.....
<i>First Assistant Engineers.</i>	
Henry W. Spooner.....	May 23, 1859.....
Wm. Roberts.....	August 24, 1859.....
N. C. Davis.....	October 29, 1859.....
<i>Third Assistant Engineers.</i>	
Robert A. Copeland.....	August 1, 1859.....
James Wallace.....	August 8, 1859.....
George H. White.....	October 14, 1859.....
Fred. E. Brown.....	October 14, 1859.....
<i>Naval Storekeeper.</i>	
S. Robertson.....	December 13, 1859.....

List of dismissions in the navy since December 1, 1859.

Name and rank.	Date of dismissal.
<i>Lieutenant.</i>	
Miles King Warrington.....	July 18, 1859.....
<i>Purser.</i>	
Samuel V. Hunter.....	January 11, 1859.....
<i>Assistant Surgeon.</i>	
Samuel R. Swann, (dropped).....	May 16, 1859.....

A—Continued.

Name and rank.	Date of dismissal.
<i>Acting Midshipmen.</i>	
Henry D. Foot	April 6, 1859
Henry Withers.....	July 11, 1859
Morgan L. Ogden.....	September 23, 1859.....
<i>Boatswains.</i>	
Thomas C. Berry.....	January 11, 1859.....
Charles W. Smith.....	June 29, 1859.....
<i>Acting Boatswains.</i>	
George Dean.....	May 14, 1859.....
John Collins.....	May 17, 1859
<i>Gunner.</i>	
A. S. Lewis.....	January 15, 1859.....
<i>Carpenter.</i>	
T. C. Ferrall.....	April 6, 1859.....
<i>Coal Agents, (discontinued.)</i>	
Charles H. Hunter.....	May 2, 1859
James Polk.....	do

B.

NAVAL ACADEMY, ANNAPOLIS, MARYLAND,
June 17, 1859.

SIR: The Board of Visitors, in obedience to your order of the 19th ultimo, have given their careful attention to the examination through which the acting midshipmen have just passed, and at the same time they have looked closely into the police, general management, and discipline of the Naval Academy, all of which, in their opinion, are most satisfactory. The young men seem contented, their general deportment and conduct are excellent, and everything connected with their messing, clothing, and quarters are so well arranged that they can scarcely have any cause of complaint. In looking over the police reports, we were also quite struck with the almost entire absence of serious offenses.

The hospital is very clean, and looks quite comfortable. The library contains a most admirably selected and well arranged collection of books, and is specially rich in professional works. The proficiency exhibited in the various studies was very creditable, with the exception of those composing the lower sections of classes; here we notice usually a great falling off, to be accounted for, without doubt, in a great measure, either by the youth and immaturity of the persons composing them, or perhaps from original deficiency in education, which had, on entering, placed them at great disadvantage with their more favored fellow students.

As a means of remedying this for the future, we would recommend that none should be received before fifteen years of age, and also that the entering class be obliged to report themselves on the 1st of June, when their studies shall at once commence. This would add to the course of the first year (the one which most requires lengthening) near four months, and would, by the time the regular studies begin, place the various members of the class more on an equality than now seems possible. To carry this into effect, some additional means of accommodation and instruction will be required, the details of which the intelligent superintendent of the academy can readily suggest.

We were present at a drill of heavy and light artillery, including firing at a mark, all of which was most satisfactory. The exercise of the pivot guns we did not see, in consequence, as it was stated, of the floor being so uneven as to render the change of pivots very inconvenient.

As this is one of our most important guns, and as it is of great consequence that its proper management be learned by the acting midshipman, we would propose that every interfering cause be removed as soon as possible, and at the same time suggest that some of the modern gun carriages, such as are now used on the gun decks of our new steam frigates, be added to the battery.

The practice-ship Plymouth was carefully inspected by us; and while much pleased with the cleanliness and excellent arrangements for the comfort of the officers and crew, we were struck with the incomplete and antiquated character of many of her fittings, particularly

in view of her being a school, and to a certain extent a representative ship when abroad.

The capstan particularly attracted our notice. It is of a construction so faulty, and has for so long a time in consequence been given up by foreign navies, that we were sorry to see it still in a vessel of ours.

Our attention was also drawn while on board to the absence of a pivot gun. This is unfortunate, not only because the one which is in the shore battery cannot be conveniently worked, but because we think it of importance that the acting midshipman should have an opportunity of seeing how these heavy and powerful guns are managed in a seaway. The Plymouth had during her late cruise an eleven-inch pivot gun mounted. This was reported of favorably, and had it been left, might have very well answered the purpose desired: as in case it had been found too heavy for the acting midshipmen, it could have been worked under their eyes by the crew of the vessel.

The heavy infantry drill was satisfactory; that of the light infantry we did not see. While on this subject, we would most strongly recommend that the common musket with which the young men are now armed should be at once replaced by the Minie rifle, or some equivalent weapon, which they will be likely to see on board ship, and the use of which, for this reason, it is important they should thoroughly understand, particularly as its ranges are so entirely different from those of the old-fashioned musket.

Like many of our predecessors, we would call attention to what we consider of great importance—the removing of the wooden portion of the battery, and its replacement with stone. This would render the magazine, in which there is always kept a quantity of powder, quite safe from fire, and also, by raising the building one story, which we recommend to be done, would give what is very much needed, a room for exercise in bad weather, to accomplish which object more fully, a portion of it should be fitted up for a gymnasium, and the remainder given up for the use of the sword master, the present hall being most unfit for his purposes.

We would urge strongly, as many reports made previously to this one have done, the importance to the academy of having the practice-ship here whenever not cruising with the acting midshipman. This would enable those of the first year to accustom themselves to going aloft, and also permit the teachers of seamanship to impress on all the leading of rigging and other things of like character, in a way that with books and models alone is almost impossible. We would also recommend that a small screw steamer be attached to the academy, one of those lately used in the Paraguay expedition would most probably answer to begin with.

This would enable the midshipman to do what we consider of the utmost importance, put in practice the knowledge which they acquire theoretically of steam.

Should it be at any time necessary to man prizes or assist vessels in distress, propelled by steam, we would be obliged to look beyond the small number of engineers supplied to us; and should our young officers not have had an opportunity to put into practice what they

had learned at the academy, we might find ourselves in an awkward and most disagreeable position. The view which we take of this subject is so well expressed in a report made by the board of 1854, that we will here quote from it:

“In view of the great and growing importance of the steam-engine as applied to ships of war, the board have given very mature consideration to this subject, and are satisfied that the union of the duties of the engineer with those of the sea officer, so far from being incompatible, will be found entirely practicable and of decided advantage. The watches may be so arranged as to give to each officer who leaves the academy his regular turn of duty at the engine and on deck, and thus an intimate knowledge of the duties of the engineer and sea officer may be kept up at the same time.”

We think that, as has been found the case at West Point, great advantage might be derived from obliging the acting midshipmen to manufacture, so far as practicable, fire-works, and indeed all ordnance matter in which gunpowder or its constituents enter. To carry out this suggestion a suitable laboratory would be required.

We think that it would be well to introduce into the regular studies a short course on naval architecture, and also that French and Spanish should enter into the final examination of midshipmen, and should have due weight in determining their relative standing. As by the present regulations these branches have no influence, we are satisfied that they are entirely dropped by many on leaving the academy, and thus in a little time what has been acquired with so much trouble is entirely lost.

We beg leave to repeat the recommendations of the report of last year in relation to certain proposed additions to the journals of the midshipmen, which are as follows:

Latitude by meridian observations of sun, 5 examples.

Latitude by moon's altitude, 5 examples.

Latitude by meridian altitude of planet, 5 examples.

Latitude by double altitude of sun, 5 examples.

Latitude by one altitude of sun near noon, 5 examples.

Latitude by artificial horizon on shore, 5 examples.

Latitude by polar star, 5 examples.

To find time at sea and regulate a watch by sun's altitude.

To regulate the chronometers, 10 examples.

To find longitude by chronometers, 2 examples.

To find longitude by lunar observations, 5 examples.

To find variation of compass, 5 examples.

To find sun's azimuth and amplitude, 5 examples.

Also the survey and sketch of some harbor entered during the cruise, remarks upon every port visited, describing the best anchorage, its bearings, depth of water, kind of holding ground, the prevailing winds, the best mode of anchoring, the character and position of the lights, the facilities for watering and procuring wood and provisions. These remarks to be made in grammatical English, neatly written, and to be certified by the captain.

In conclusion, we would recommend that all graduates of the acad-

emy be required to know how to swim. And now, having completed all the duties required by your order, we will adjourn *sine die*.

We have the honor to be, very respectfully, your obedient servants,
 S. H. STRINGHAM, *President*.
 SAMUEL MERCER, *Captain*.
 H. F. PURVIANCE, *Captain*.
 H. H. BELL, *Commander*.
 P. DRAYTON, *Commander*.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington.

C.

UNITED STATES PRACTICE-SHIP PLYMOUTH.

Annapolis, Maryland, September 27, 1859.

SIR: I have the pleasure once more to announce to you the safe return of the practice-ship to her anchorage off the Naval Academy.

In accordance with your instructions of the 22d of June last, the Plymouth, with one hundred and seven of the acting midshipmen on board, was immediately gotten under way, and started upon her cruise.

The ports visited were Plymouth, England, Brest, in France, and Funchal, in the island of Madeira. We put into the port of Cadiz; but the health officers there placed us in quarantine, and refused to grant us "pratique," under the pretense that their laws required that all vessels visiting that port should be provided with a clean bill of health. After waiting there in vain nineteen hours for an answer to a telegram which they promised to dispatch to Madrid, asking a special remission of the law in our favor, I got under way and left the port.

At Plymouth and Brest, the admirals in command very promptly and politely invited me to send the young gentlemen ashore, to visit and inspect their dock-yards, ships, &c. Their invitations were thankfully accepted, and the acting midshipmen were sent in parties, under charge of Lieutenants Marcy and Carter, to examine those great naval establishments.

As in the previous cruises of the practice-ship, the young gentlemen immediately upon being embarked were divided into two watches, and while at sea, from 8 a. m. till 8 p. m., one watch, and from 8 p. m. till 8 a. m. half a watch, in their turns, were always required to be on deck. They were divided also into six-gun crews; from these crews four were stationed at the guns, and the remaining two were distributed in the master's and powder divisions. These stations of the crews were occasionally changed, so as to familiarize all composing them with their duties at the different divisions.

Immediately after the morning inspections at quarters, whenever the weather would admit of it, the watch on deck was regularly exercised aloft for one hour and a half, at reefing, furling, bending and unbending sails, sending up and down yards, making and taking in sail, &c. &c.; and after these exercises aloft, the watch on deck, from

10.30 till 11.30, and from 1 till 3.30 p. m., were employed in knotting, splicing, strapping blocks, and fitting rigging generally. The watches below were employed from two to two and a half hours each, in the fore and afternoon, in the study of navigation, under the direction of Lieutenant Shepperd; and daily at 4, p. m., except in bad weather, there was a divisional or general exercise at quarters.

As at former cruises, on our homeward-bound passage, and up to our arrival at this anchorage, the young gentlemen of the first class have been required, from 8 a. m. till 8 p. m., to take charge of the deck, and to perform all the necessary evolutions of tacking and wearing ship, making and taking in sail, and I am happy to say have acquired a high degree of confidence and proficiency in the execution of those duties. Except in very few cases, the ship has been steered from the very commencement of the cruise by the young gentlemen; and whenever circumstances admitted, the acting midshipmen were practiced at heaving the lead.

A day or two after leaving Maderia, the young gentlemen of the first class were divided into parties of six and seven, and each party, in turn, was required to perform the duties of navigating the ship, and were kept constantly at work in ascertaining the ship's position, by observations of the sun, moon, and stars. By the tables which I have prepared, and which are herewith inclosed, you can form some idea of the remarkable progress they have made in this branch of their profession. It seldom occurred, after the second day's practise, that there would be a greater difference in their work than from one to one and a half minutes from the mean of their combined observations.

To excite emulation amongst them, the one whose work differed the least from the mean of the whole, was required to mark down the ship's position upon the chart, and to assign the course per compass for the next twenty-four hours, taking into consideration the variation, deviation, and ordinary set of the current. The last course given before making the land proves so accurate that when Cape Henry light was discovered it was exactly ahead. In all my experience, I have never made or known a more perfect land-fall. In order to impress upon the young gentlemen the fact that the navigation of the ship was entirely intrusted to them, the lieutenant who had been detailed to perform the duties of master was requested not to take sights, or to have anything to do with the navigation.

The members of the third class have all been instructed how to ascertain a ship's position by the various sailings as taught in Bowditch, and many of them have acquired a considerable degree of proficiency in the use of the sextant, and ascertaining the position of a ship by "time sights," &c. Since the 15th instant, (the date of the return of the ship to the waters of the Chesapeake,) although we have had much unfavorable weather, the young gentlemen have been constantly occupied, either at target firing with the great guns, or performing various evolutions whilst under way, such as tacking and wearing ship *without the aid* of the rudder, box-hauling, chapeling, &c.; and whilst at anchor, the members of the first class were required to strip the mizen mast, unbending the sails, sending down all the yards, top-gallant-mast, topmast, &c.

In accordance with your instructions, the young gentlemen have been directed to keep journals of the cruise. Their journals have been examined by me, and many of them show a very credible degree of observation on the parts of those who have written them.

In conclusion, sir, I avail myself of this occasion to express my heartfelt gratification at witnessing the zealous efforts on the parts of the young gentlemen—particularly to the members of the first class—to acquire information, and to make themselves useful members of the profession which they have adopted. I inclose herewith reports of the aptitude and general attention to duties of each of the acting midshipmen embarked. These reports were made by each of the lieutenants attached to the ship, and, I believe, without consulting each other as to their opinions of the young gentlemen.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,

Commandant of Midshipmen.

Captain GEO. S. BLAKE,

Captain United States Naval Academy.

D.

UNITED STATES SCHOONER FENIMORE COOPER,
Honolulu, Sandwich Islands, February 7, 1859.

SIR: I have the honor to inform the department of the return of the Fenimore Cooper to this port after a cruise to the northwest of the Sandwich Islands, and to submit a brief report of our proceedings; the immediate departure of the mail not permitting more.

Leaving Honolulu on the 29th of December last, we passed to the north, between Oahu and Kanai, then west to Bird and Necker islands, determining their positions. We then visited "French Frigates shoal," (*Basse des Frigates Francaises.*) On the unoccupied and unclaimed shoals, consisting of an islet, sand banks above water, and a reef, we discovered a deposit of guano of good quality; in consequence of which I took formal possession of them in the name of the United States, erecting a cross bearing the following notice, painted in black on a white ground, upon the highest point of the islet:

"Taken possession of on the 4th of January, 1859, by Lieutenant Commanding John M. Brooke, United States schooner Fenimore Cooper, in accordance with the act of Congress passed August 18, 1856."

This cross was securely placed by Lieutenant Thorburn, and a rope was left leading to it from the only landing place on the islet.

The following extract from the "Directory for the Pacific Ocean," a reliable work, by A. G. Findlay, contains all that was known of these shoals prior to our visit in the Cooper:

"French Frigates shoal (*Basse des Frigates Francaises*) lies to the northwest of the Sandwich Islands, and was discovered and named by La Perouse, November 6, 1786, during his passage from Monterey to Macao. It is a rocky bank, even with the water's edge, and in a west

northwest direction. This rock is more than four leagues in extent. On its northwest extremity is an islet or bare rock of one hundred yards in diameter, and forty or fifty yards in height. The space between this rock and the breakers is occupied by three sand banks, raised about four feet above the surface of the water. One astronomer, M. Dagelet, made the islet in latitude $23^{\circ} 45''$, longitude $165^{\circ} 50''$ west, and the eastern point of the reef in $165^{\circ} 40''$ west. Captain Stanikowitch gives it the same position, and considers that the reef surrounding the small islet that La Perouse speaks of extends to the distance of fifteen miles from north to south, and nearly as much east to west.

It appears from a chart in my possession that La Perouse saw only the southern part of the reef, and he inferred that the islet, which is larger than he supposed, was on its northwest extremity. We found the reefs and sand banks extending nearly eight miles to the northwest of the islet.

That portion of the reef on which the sea breaks, curves from its northwest extremity to the south, sheltering the islet from the prevailing northeast winds. There is good anchorage near the islet, but open to westerly winds, the depth varying from four to ten fathoms, bottom of broken shells and coral. The latitude of the islet as determined by M. Dagelet, is nearly right, but the longitude, although apparently confirmed by Stanikowitch, places the islet nearly 20' east of its true position. The chronometers of the Cooper are now being rated preparatory to the final determination of the chronometrical differences of longitude between Honolulu and the various reefs and islands we visited, including French Frigates shoals.

The accompanying sketch of the islet,* by Mr. Kern, will probably give a better idea of its appearance than any written description. The islet is of volcanic rock, capped with guano; that on the surface forms a hard white crust, several inches thick, overlying a deposit of a dark brown color. It is difficult, from the irregular form of the islet, to determine the amount of the deposit, but Lieutenant Thorburn, who made the examination, estimates it at not less than 25,000 tons. There is nothing of a vegetable character on the islet. Specimens of guano were procured from a depth of three or four feet, and, with others from the surface, have been forwarded to the department.

On a sandbank near the islet was a rookery of *hair seals*. Lieutenant Thorburn who landed upon it, counted nearly two hundred; they made no effort to escape, and as the other sandbanks are probably frequented by them, a cargo of oil might readily be procured. There were also many turtles.

Four days were occupied in examining and surveying these shoals. We then stood to the westward, passing over a nameless island of the charts, in latitude 24° longitude $167^{\circ} 40'$ W., without perceiving any indications of land or shoal-water; we passed also over the position assigned "Two Brothers reef," but saw nothing of it; the probability of its existence rests upon a very slight foundation. Krusenstern, who, from his elaborate researches, has been styled the hydrographer of the Pacific, considers its existence very doubtful.

* For sketch of the islet "French Frigates shoals," see original.

We then visited "Gardner's Island," an almost inaccessible rock, with a smaller one near it. The sea breaks with fury on all sides. Landing was impracticable at the time of our visit.

From "Gardner's Island," we passed to and surveyed "Maro Reef," a very dangerous reef, as there is nothing visible above water, although the sea breaks heavily. We sailed over the position assigned "Neva Island" without seeing any sign of land. Other vessels have also sailed over its assigned position. We then went to "Lay San," an island lately claimed by the Hawaiian government. Lieutenant Thorburn and Mr. Kern landed, but were compelled to return before completing an examination, in consequence of a sudden change of wind to northwest, which soon increased to a gale. In attempting to weigh our light spare anchor, the cable parted in consequence of the heavy sea, and, although, the anchor was buoyed, we could not recover it, being forced to seek an offing without delay. In hopes of the winds hauling or moderating, we laid off a day until the following evening, when we bore up for the "Island of Lisiansky." On the evening of the 16th of January, we saw the bottom under the vessel, at the depth of twenty fathoms, but the island was not visible. The next day we stood for its position, but a gale came on, forcing us to stand off for sea room. From the 16th to the evening of the 21st of January, we experienced a succession of gales with violent squalls of wind and rain. Whenever the weather permitted, we stood for the island, but although often in shoal-water of from twenty-five to fifteen fathoms, we were unable to sight it, night coming on or a gale springing up at the moment we expected to make the land. The currents were variable and rapid. Being then about nine hundred miles to the northwest of Honolulu, and having the voyage from the Sandwich Islands to China in view, I reluctantly stood to the northward for westerly winds, but in the parallel of 30° north, we encountered a very heavy gale from northeast by east, which detained us several days, as we were reduced to the necessity of lying to, under a close-reefed sail.

The gales we encountered in the vicinity of Lisianisky Island generally commenced southeast, hauling to southwest, then suddenly to north, causing a rough and bad sea. We availed ourselves of the only opportunity that occurred during a brief calm, to sound the deep sea, obtaining a specimen of the bottom from the depth of 1,800 fathoms in latitude 25° 33' north, longitude 169° 20' west. This specimen differs from any hitherto obtained, it is a fine white sand, not adhesive; when this cast was made, the waves were about twenty feet in height, from base to crest.

On our arrival here, we learned that the volcano "Mauna Loa," on Hawaii, was in a state of violent eruption. I regret very much that we cannot visit it without detriment to the primary objects of the expedition. In consequence of the heavy weather incidental to the season which we experienced during our cruise, and the wetness of the vessel, the crew were subjected to much discomfort, but it affords me pleasure

to state, that there were no complaints ; on the contrary, they seemed to take pride in prosecuting the work to a successful termination.

Very respectfully, your obedient servant,

JOHN M. BROOKE,

Commanding United States Schooner Fenimore Cooper.

Honorable ISAAC TOUCEY,

Secretary of the Navy, Washington.

UNITED STATES SCHOONER FENIMORE COOPER,

Hong Kong, May 25, 1859.

SIR: I have the honor to inform the department of the arrival of the Cooper at this port, on the 19th instant. We left Honolulu on the 9th of March, for Johnston's or Cornwallis Island, the United States commissioner, Mr. Borden, having suggested to me that in consequence of conflicting claims to right of possession, and the importance of making such surveys as would enable vessels to approach the islands safely, for the purpose of shipping guano, known to exist in large quantities, it would be of advantage to American interests to visit them in the Cooper.

We arrived off the islands on the morning of March 14, and on rounding the western extremity of the largest and most westerly of the two, were boarded several miles from the land, by a boat sent by the superintendent, Captain A. D. Piper, appointed by the Pacific Guano Company, to make, as he subsequently informed me, such observations as would enable him to prepare in time to repel any attempt to trespass upon the islands. Taking the boat in tow, we beat up to an anchorage off the camp of Captain Piper, who, with several men, holds armed possession of the island. Soon after anchoring, he came on board, when I informed him of the object of our visit. He offered to aid us in making examinations, surveys, &c., and said that he had already placed signals upon certain points, for the purpose of making a survey of the anchorage. At my request, he furnished a written statement concerning his occupation of the islands, and the visits of several vessels. A copy (marked A) is herewith inclosed. We remained at Johnston's Island four days, during which a base line was measured on shore; a triangulation made; the anchorage and approaches examined; the latitude, the magnetic intensity, dip and declination determined, and equal altitudes of the sun observed for the longitude by fifteen chronometers running well together.

From personal inspection, I do not regard the estimates and expectations of Captain Piper, exhibited in his statement, as unreasonable.

Prior to the discovery of these islands, the celebrated navigator, Krusenstern, suspected their existence; and, as his remarks, in connection with their subsequent discovery, illustrate very clearly their importance of noticing, even what at the time may appear to be trivial incidents, it will not be out of place to quote them here from his narrative:

“On the 15th of June, we saw in latitude 17° and longitude $160^{\circ} 30'$, an extraordinary number of birds that hovered round the ship in

flocks of upwards of a hundred ; this raised our hopes of meeting with land very considerably ; but although the night was perfectly clear and we kept a good lookout, there was none to be perceived. I cannot, however but think, that during the night, we must have passed near some island or rock, standing above water, that serves as a resting place for these birds, for we again saw several the next morning, nor did we lose sight of them until noon."

Three years had not elapsed, when these islands were discovered by Captain Johnston, of the *Cornwallis*, and the following account of that discovery is given by Findlay :

"Johnston's Islands were discovered December 14, 1807, on board his Majesty's ship *Cornwallis*, Captain Charles James Johnston." The discovery and place of the group were announced by Lieutenant William Henry Smyth, at that time an officer on board the *Cornwallis*, hence the group is sometimes called by the name of the frigate. The original observations place them in latitude $16^{\circ} 53' 20''$ N., longitude $169^{\circ} 31' 30''$ W. They are described by Wilkes, 1840, as a lagoon surrounded by an extensive reef, extending northeast and southwest ten miles and five miles broad ; on the northwest side are two islets ; the westernmost, in latitude $16^{\circ} 48'$ N. longitude $169^{\circ} 45' 36''$ W., is covered with bushes, but no trees ; the other only a sand bank. This reef lies deep."

From Johnston's Islands we stood to the southward until nearly in the parallel of $15^{\circ} 40'$, on which are placed several reported dangers, so many as to lead to the inference that at least one of the number exists.

Captain Wilkes having followed this parallel, in 1840, for some degrees, we kept at such a distance from his track as would be beyond the radius of vision from the mast-head of the ship he commanded, so that portion of the sea has been closely examined ; and it may be presumed that there is no more foundation for the report of dangers there than for those reported between San Francisco and the Sandwich Islands, which should be erased from the charts, for, if any exist, they are so remote from the positions assigned them on the charts as to render the navigator liable to wreck by the very course he pursues in endeavoring to avoid them. It is not unusual to find such reported dangers so far from their assigned positions as to render it doubtful whether they are the same or different dangers. Thus, in the case of the *Roca d'Oro*, or *Lot's Wife*, unmistakably recognized by drawings made by Captain Meares, its discoverer, there is a difference between its assigned positions of several hundred miles.

As the monsoon changes in May, the early summer is the only season suitable for surveying among the islands south of Japan, on the route from California to Shanghai, it would have been inexpedient to visit the Caroline Islands. But as it is important to determine the longitude of some point near them, we ran to make the island of Bigar, the northernmost of the Radaek chain, which, under favorable circumstances, could have been accomplished without material delay, but when about sixty miles to the eastward of that island we encountered a northeast gale, and the current set us to the westward, at the rate of sixty-seven miles in twenty-four hours, so that when, by our reck-

oning, we were some forty miles from the land, our observations placed us within five miles of its assigned position, and directly to windward. The sea being very heavy, the atmosphere hazy, and the schooner low in the water, it would have been impossible to sight the reef without imminent risk of wreck, we therefore hauled up to the northward and westward for Gaspar Rico, or Smyth's Island. A few moments after, breakers were reported from aloft on the lee bow; we kept away for them to be assured of their existence, but they disappeared on our approach. This appearance of breakers was probably due to the sun's rays penetrating between the clouds, and lighting up a confused and broken sea. We saw several large flocks of birds, which, notwithstanding the strong wind and heavy sea, were pursuing shoals of fish. The gale holding well to northward, we fell to leeward of Gaspar Rico, but, by carrying sail, succeeded in beating up against a strong current. With reference to Gaspar Rico, Findley's Directory contains the following:

"Smyth's Islands, a small group, are the subject of some doubt as to their original discovery.

"On the early Spanish charts an island, Gaspar Rico, is placed between latitude 15° and 16° north, and longitude 170 east. In 1625, the Dutch fleet, called the Nassau fleet, passed near to a low island which they believed to be Gaspar Rico. In 1796, Don F. Quintano, in the Spanish ship *Maria*, discovered a group of five small islands, connected by rocky banks, which he believed to be San Bartolomeo, discovered by Salazar in 1536."

Whether these several discoveries refer to the same or different spots is not as yet determined; but on December 22, 1807, his Majesty's ship *Cornwallis* passed to the northward of a group of islets and rocks extending seventeen miles from north northwest to south southeast, the center of which was in latitude $14^{\circ} 30' 30''$ north, longitude $168^{\circ} 42' 15''$ east, from the observations of Lieutenant William Henry Smyth, a name since deservedly celebrated. The largest of the islands received the name of Sybilla; the southernmost, Petrel; the others, Fruitful, Danger, and Rabbit Islands. The southernmost part of the rocky reef was named the Rocks of Scylla.

Captain Kotzebue saw these islands March 17, 1817, and sailed along their west side. His description entirely accords with that given by Lieutenant Smyth and Captain Quintano. "His determination of their position is, for the center, latitude $14^{\circ} 42'$ north, longitude $169^{\circ} 3' 30''$ west, but he concedes the difference $21'$ between his calculation and that of Lieutenant Smyth to the latter authority."

This supposed group of islands, proved to be a coral reef, elevated on the weather or eastern side, in banks apparently composed of coral sand, covered with a thick growth of low trees and bushes, presenting the appearance, when seen from a distance, of islands.

A barrier reef to leeward incloses a lagoon several miles in extent. We entered the bight formed by this crescent-shaped reef, of which the convex side is towards the lagoon, and sailed close to it from one extremity to the other, but, with the exception of a boat passage, there were no openings, nor could we find an anchorage, although we sounded with seventy fathoms of line close to the reef. The water

was as blue as that of the deep sea. At sunset we ran out of the bight to avoid being set upon the reef by eddying surface currents. At daylight next morning the land was not in sight, but getting into the smooth water to leeward we worked up and entered the bight at 10, a. m. The day was employed in determining the configuration of the island and reef, and in searching for a passage sufficiently large to admit the schooner into the lagoon. We examined every part of the barrier reef, confirming our observations of the preceding day. Before leaving, we sounded at the distance of half a mile from the reef, and within the bight, finding bottom at the depth of nine hundred fathoms, or five thousand four hundred feet. The bottom was hard, and no specimen, with the exception of a grain of coral, was obtained. I was anxious to land upon this island to make magnetic and other observations, but as we would have run some risk of being detained, by the schooner drifting off during the night, I reluctantly bore up for the island of Guahan, the most important of the Marianas, the principal recruiting station of our whalers in the western Pacific, and affording the only harbor in the chain suitable for a coal depot, should there be hereafter established a line of mail steamers between California and China. We arrived on the 12th April, and anchored under the lee of Cabras Island, in the outer port of San Luis D'Apra, the pilot being unwilling to take the schooner into the inner harbor, as the sky was clouded, which prevented his distinguishing the coral patches with sufficient clearness to avoid them. The outer port is the usual anchorage of vessels at that season, as the months of March and April are the mildest of the year. I called the same day upon the governor of the Marianas, Don Felipe de la Corte, who resides at Agana, five miles from the port. He expressed a willingness to afford us every facility in his power, and being a colonel of engineers as well as governor took much interest in our pursuits.

Observations were made on Cabras Island, and the chronometer rated. The charts of Guahan and the harbor of San Luis D'Apra by Duperry are very accurate, and with one or two trifling exceptions there have been no apparent changes in the conformation of the harbor, although the reefs are of coral, and earthquakes frequently occur.

From Don Felipe de la Corte I derived much information relating to other islands of the group.

On the afternoon of the 16th April, having completed the first series of observations on shore, I left Lieutenant Thorburn in charge of the vessel, and went to Agana, for the purpose of making inquiries and acquiring more information with reference to the island. During my absence a cyclone came on. At 8, p. m., the barometer standing at 29.98, the wind freshened from northeast by north, with frequent squalls of rain; the barometer falling, but almost imperceptibly, as the wind hauled to the eastward. At midnight the barometer 29.91. At 2, a. m., the schooner started her anchor, a second anchor was then let go, and both chains veered to their ends, the best bower backed by two kedges. At 4 a. m. the barometer 29.82.

At 9.15. a. m., the barometer had fallen to 29.48, and the anchors again started, the schooner dragging directly towards a reef astern, upon which the sea was breaking furiously. The spray rendered it

impossible to see the length of the vessel; the boats astern were capsized in the breakers upon the reef and swept off their thwarts; preparations were made to cut away masts; fortunately, at this critical moment, the wind hauled, and the schooner swung clear of the reef, the barometer came to a stand, and the gale gradually abated, ending with the wind at southwest. The schooner *Pfiel*, of Honolulu, lying in the inner port, with two anchors down, was driven upon Santa Cruz reef, and lying nearly upon her beam ends, bilged. A single flash of lightning, accompanied by thunder, occurred as the vortex of the storm passed; the air was impregnated with the odor of sulphur, and Lieutenant Thornburn supposed the vessel had been struck; but, on examination, no trace of the passage of the electric fluid could be discovered; the lightning conductor was up, and it may have passed off by it. This storm was undoubtedly a cyclone passing to the westward. They frequently occur in the time of the southwest monsoon, but rarely at any other season; and their tracks are limited to the southern islands of the group, whence they pass to the coast of China; probably often entering the China sea by the Ballingtang and Bashee channels. I shall continue to collect records of such storms for the purpose of determining their tracks in the North Pacific.

During our stay at Guahan, which was prolonged by the cyclone, the American whale-ship *Vesper* arrived from Strong's Island with the crew of the whale-ship *Lexington*, wrecked upon that island, twenty-six in all. A narrative of the wreck by Captain Fisher, of the *Lexington*, (marked B,) is herewith inclosed. As there is no consul or consulate agent in Guahan, Captain Fisher applied to the governor for such protection and assistance as is usually afforded shipwrecked persons in the absence of a consul of their own country. The governor granted the application, inquiring of me, however, whether they could take passage to some other port in the Cooper; to which I replied, that in consequence of the small size of the vessel, and her comparatively large crew, it would not be possible for them to do so. Copies of his letter and my reply, marked, respectively, C and D, are herewith inclosed. Before leaving, I furnished the governor and others with seeds of various plants; an acquisition of some importance to them, as well as to our whalers who visit those islands. For in tropical countries many vegetables, natives of the temperate zone, gradually degenerate; and this has been the case, to some extent, in the Marianas.

The governor gave me, in return, specimens of cotton, maize, tobacco, and rice, all of which grow luxuriantly, and are excellent.

On the 3d May we sailed from this hospitable port for Hong Kong. For the first six days of the passage we had strong and fair winds, but on approaching the region of the southwest monsoon experienced light and baffling winds, with occasional squalls and calms. During the calms we sounded to the depth of 3,000 fathoms, obtaining a specimen of the bottom; and to the depth of 3,300 fathoms, obtaining a specimen of the bottom and about five ounces of water. A sounding was also made in the China sea, yielding specimens of bottom and water from the depth of 900 fathoms.

These soundings were as follows:

No. 1, 3,000 fathoms, in latitude $18^{\circ} 08'$ N., longitude $129^{\circ} 33'$ E.
 No. 2, 3,300 fathoms, in latitude $18^{\circ} 03'$ N., longitude $129^{\circ} 11'$ E.
 No. 3, 900 fathoms, in latitude $21^{\circ} 53'$ N., longitude $119^{\circ} 40'$ E.

In the trade-wind region soundings are made with difficulty, and much time is requisite; from a steamer only can they be well made, and at proper intervals, to afford a complete profile of the bottom.

The specimens of water from the depth of 3,300 and 900 fathoms, with others from the surface, were carefully preserved, and I have determined on shore the specific gravity of that from the depth of 3,300 fathoms and of the surface water above it. The balance employed was constructed for such purposes, and is very sensitive. The results were as follows:

3,300 fathoms, specific gravity, 1.02730; temperature, 76°
 Surface water, specific gravity, 1.02704; temperature, 76.8°

This and a preceding experiment indicate that, at the same temperature and under the same pressure, the specific gravity of the deep-sea water is less than the surface water. It is probable, however, that when subjected to the pressure of a column of water 3,300 fathoms, or 19,800 feet in height, its specific gravity is increased; and the low temperature at considerable depths (within the tropics) also exerts a similar influence, so that in the depths of the sea its specific gravity may be greater than that of the surface water.

Upon our arrival at Hong Kong, we found the Germantown at anchor. Captain Page offered us any service it might be in his power to render. Since our arrival the weather has been favorable for observations, and we shall probably sail in a few days for the islands south of Japan; thence to the coast of Japan, in accordance with instructions from the department. The determination of rates of chronometers at this port will enable us to complete the chain of chronometrical differences of longitude between California and China, and to fix the positions of various islands, reefs, &c., which have been surveyed during our voyage across the Pacific.

Lieutenant Thorburn and Mr. Kern have rendered great services by their zealous coöperation in the work.

The crew are well, and conduct themselves in a creditable manner.

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

JOHN M. BROOKE,

Lieutenant Commanding, U. S. N.

HON. ISAAC TOUCEY,

Secretary of the Navy, Washington, D. C.

JOHNSTON'S ISLAND, PACIFIC OCEAN,
 March 17, 1859.

SIR: In reply to the interrogatories which you propounded, I will briefly state that, sometime during the year 1857, a knowledge of the provisions of the act of Congress of August 18, 1856, was obtained by a certain Mr. H. Parker. He was thereupon seized with the idea that

immense deposits of guano existed on certain islands that he had seen while coming passenger from Australia, in 1852 or 1853; among others, these islands. He thereupon associated himself with a man by the name of Ryan, and immediately petitioned our government for letters patent, granting to him the islands named. As a matter of course he met with a refusal, for obvious reasons.

Parker & Ryan then saw that they would have to comply with the provisions of the act of Congress of March 18, 1856; and having no means of fitting out an expedition themselves, cast about for some one who had, and would take the venture. As they had nothing but surmises to assist them, they met with considerable difficulty, but finally made arrangements with the owners of the schooner Palestine, Messrs. Byxbee & Stoddard, to the effect that the Palestine should proceed to Johnston's Islands, land upon, and examine them; and, if guano was found, to take possession of them, in accordance with the act of March, 1856; which was done by Captain Parriman, commanding the Palestine, for and on account of the parties interested in the voyage of the Palestine.

The agreement between Messrs. Parker & Ryan and Messrs. Byxbee & Stoddard was, that Parker & Ryan, for being the originators of the enterprise, were to receive a three-eighths interest, and Byxbee & Stoddard, for taking upon themselves all the risk and expense of the enterprise, were to have five eighths of the result.

On the return of the Palestine from her first voyage, samples of guano were forwarded to the Department of State, together with affidavits showing what had been done, the receipt of which was duly acknowledged by Mr. Cass. The Palestine sailed, on her first voyage to these islands, January 9, 1858; landed and took formal possession March 9, 1858.

On the 9th of June the Pacific Guano Company was formed, and incorporated under the laws of California, by the parties interested in the voyage of the schooner Palestine, for the purpose of working the deposits. On the 2d of July the Palestine sailed on her second voyage to the islands, and arrived about July 22, 1858. A house was then built, about fifty tons of guano laden on board the schooner, the necessary material, water, provisions, &c., and two men were landed, and left in charge of the islands, and property thereon situate, to hold the same for and on account of the "Pacific Guano Company," until further necessary arrangements could be made for the successful working of the deposits of guano upon the islands.

As soon after the arrival of the Palestine from her first voyage as it became known that a valuable deposit of guano really existed on Johnston's Islands, certain shrewd operators in San Francisco conceived the idea of catching the bird; in other words, to obtain possession of these islands and deposits, and reap the rewards of the enterprise of the Palestine, afterwards Pacific Guano Company. To that end, they dispatched the schooner Kalama, *via* Sandwich islands, to destroy the marks left by the Palestine and hoist the Hawaiian flag upon these islands. This was between the first and second visit of the Palestine. They then induced the King of the Sandwich Islands to issue a proclamation, annexing the islands; which was accordingly done. The

next step undoubtedly was to get a grant from the king to work the islands, and thereby have a color of title on which to found a fillibustering foray against the rightful occupants of the islands, and the employes of the Pacific Guano Company. A ship was then chartered, supposed by the same parties, and sent down to the islands for a cargo. On their arrival here they found the two men left here by the Palestine on her second voyage, in quiet and peaceable possession of the islands and property thereon situate, holding the same for and on account of the Pacific Guano Company. The parties on board of the ship first endeavored to impose themselves upon these two men as being sent by the Pacific Guano Company; but, failing in deception, they expressed an intention of taking guano by force. At the time these parties chartered the Gauntlet, the Pacific Guano Company had not completed their arrangements for a successful working of the guano deposits; but, for fear of what might happen, they chartered the ship Radiant, and employed men, purchased lighters and a large quantity of material, and dispatched them at once to these islands. The company appointed me to the command of this their third expedition to the islands, with instructions, when I arrived, to take charge of the islands and deposits, and place them, as far as I was able, in complete working order, and in all things to comply with the provisions of the act of Congress of August 18, 1856, as far as the same related to my management of the islands. On my arrival at the islands I found the ship Gauntlet at anchor near them, and the two men left by the Palestine still in charge of the islands. I landed, presented my letters, and was immediately placed in possession of the islands and the property thereon situate. I then served a protest upon Captain Borland, of the Gauntlet, a copy of which I herewith furnish you, at the same time stating to Captain Borland that I did not desire to see his ship go away without a cargo, and offered to sell him a full cargo of guano at four dollars per ton, taking his draft on his owners in New York in payment, or I would charter his ship on account of the Pacific Guano Company, to load for New York. Captain Borland stated to me, that after a careful examination of the islands and reefs by which they are surrounded, it was his opinion that no ship could be loaded at these islands with the appliances then at hand; he therefore declined to entertain my propositions.

Captain Hallett, of the Radiant, also entertained the same views as Captain Borland, and peremptorily declined to commence loading his ship in accordance with the terms of his "charter party."

I brought with me to the islands nine men besides myself, which, with the two here on my arrival, made an effective force of twelve, all told.

As soon as the Radiant discharged my men and material, the two ships sailed in company, without taking in any guano whatever.

The Gauntlet, just before leaving, sent on shore seven men, laborers, who had been employed to assist in loading the ship, together with a limited quantity of provisions and water for their subsistence. I immediately ordered the men to leave and go on board of the ship. They informed me of their condition, stating that Captain Borland had refused to carry them any further without being paid for it; that the

provisions they had was what they had brought along to subsist on while loading the ship; that after the ship was loaded, they were to have been landed at the Society Islands, where a passage was to have been furnished to them to San Francisco; that, as the enterprise of loading the Gauntlet had come to an abrupt termination, they found themselves left in the lurch; that they represented no company but themselves, their leader continuing on the ship; and finally, unless I could compel Captain Borland to receive them on board, they would have to remain on the island until they could procure a passage from here in some other vessel. Having served Captain Borland with a protest covering this case, and not having the power of compelling him to take the men, I permitted them to remain until the arrival of the San Diego at this place, when I procured for them—a passage to Honolulu in that vessel.

The Radiant arrived November 3, 1858; the Gauntlet a few days before her. They sailed from here November 11, 1858. In about two weeks after the sailing of the Radiant and Gauntlet, the ship Harvey Birch, Nelson, arrived under an agreement to purchase a cargo at four dollars per ton in its native bed, from the agents of the Pacific Guano Company. I moored the Harvey Birch in what I then thought a safe and secure position, and made an arrangement with Captain Nelson to assist in loading with my men and lighters. After working a few days, Captain Nelson discovered sunken rocks near his ship, which necessitated her removal further out. He then stated to me that he did not consider neither his nor my lighters suitable for loading his ship as far off shore as he then thought he would have to lay her to insure her safety. He said he had determined to leave the islands without loading, as soon as he could get his ship safely out of her then position.

The Harvey Birch sailed about the beginning of December. The next arrival was the Schooner San Diego, with supplies from the company, about the 20th of December. By her I procured a passage to the Sandwich Islands for the seven men left by the Gauntlet. They had on hand at the time they left less than sixty days' provisions, which I ascertained from an account taken, the greater portion of which was an inferior, damaged article. They were very glad to get away.

The next arrival here was the ship Abby Brown, January 30, under charter by the Pacific Guano Company to load. The ship managed somehow on the night of the 29th to stumble over the reef up at the east end. She came to inside, very much injured, and in a very bad position. As soon as the weather permitted, Captain Moody got his ship under way with all the assistance that I could afford him, and got her out over the reef without further damage. I then piloted him around to the anchorage, when after laying a day or two, he sailed for the Sandwich Islands, February 16, to repair.

The next arrival was a small nine ton sloop, called the Splendid, which remained at anchor near here about three hours, and then left. As she showed no colors nor papers, (except a file of the Polynesian,) I was unable to say where she is from, what her nationality is, or where bound.

The next arrival is your vessel, of which it is unnecessary to speak.

Previous to the arrival of the Abby Brown, I had run lines of soundings off the southeast side of the islands, and succeeded in finding a good safe anchorage for ships to the south of Large island, within about a half a mile of the shore. To this anchorage I brought the Abby Brown, and before she left satisfied the captain of the feasibility of loading ships.

I have projected a wharf to be built off from the east point of this (Large) island, out 600 feet, over the inner reef, to a large basin inside of the outer reef, through the outer reef or line of coral patches. I have projected a channel, which I have marked out and partially improved by blasting.

The coral is very soft, easily giving away before light charges of powder. I have also projected a railway to transport guano from the deposits to the lighters. I have modeled out such lighters as are required here; one lighter which will measure about sixteen and a half tons, and carry about twenty tons guano. If the company adopt my suggestions, and go to the expense of making my improvements, I can place alongside of shipping as high as three hundred tons of guano per day, at a moderate and reasonable expense. As they have already expended a large amount of money, for which they have not as yet received any return, and as it will be necessary to spend still further sums before the resources of this place can be fully developed, you will perceive that it should be and is incumbent on our government to extend to them and over them its protecting arm, and afford them every facility in its power towards developing the resources of these islands.

A. D. PIPER,

Supt. Pacific Guano Co., Com'g at Johnston's Islands.

Captain JOHN M. BROOKE,

Commanding U. S. Surveying Schooner Fenimore Cooper.

No. 1.—*Estimate of appropriations for the office of the Secretary of the Navy, required for the service of the fiscal year ending June 30, 1861.*

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
Salary of the Secretary of the Navy, per act of March 3, 1853, 10 Laws, page 212, section 4.....	\$8,000 00		\$8,000 00
Salary of chief clerk, per same act, page 211, section 3.....	2,200 00		2,200 00
Salary of one fourth-class clerk, per same act, page 210, section 3.....	1,800 00		1,800 00
Salary of the same, as disbursing clerk, per same act, page 211, section 3.....	200 00		200 00
Salaries of six third-class clerks, per acts of March 3, 1853, 10 Laws, page 210, section 3; and April 22, 1854, 10 Laws, page 276, section 1.....	9,600 00		9,600 00
Salaries of four second-class clerks, per same acts.....	5,600 00		5,600 00
Salary of principal messenger, per joint resolution of August 18, 1856, pamphlet edition of Laws, page 145.....	900 00		900 00
Salary of assistant messenger, per same resolution.....	700 00		700 00
Salary of laborer, per same resolution.....	600 00		600 00
<i>Contingent expenses.</i>			
For blank-books, binding, stationery, labor, newspapers, periodicals, and miscellaneous items.....	29,600 00		29,600 00
Total.....	2,840 00		2,840 00
FOR THE SOUTHWEST EXECUTIVE BUILDING.			
Salaries of four watchmen, per acts of August 26, 1842, Laws 5, page 524, section 4; September 30, 1850, Laws 9, page 543, section 2; August 31, 1852, Laws 10, page 82, section 1; April 22, 1854, Laws 10, page 276, section 2.....	\$2,400 00		\$2,400 00
Labor, fuel, lights, and miscellaneous items.....	3,913 00		3,913 00
Total.....	6,313 00		6,313 00

No. 1—Continued.

Estimate of appropriations required for the fiscal year ending June 30, 1861, to pay the officers of the Navy not on duty; also those on duty who are not included in the estimates of the Bureau.

Heads of appropriation	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
<i>Pay of the Navy.</i>			
Pay of officers not on duty.....	\$282,725 00		\$294,875 00
Pay of officers on Coast Survey duty.....	26,000 00		48,900 00
Pay of officers on light-house duty.....	29,200 00		27,700 00
Pay of officers on other duty.....	149,150 00		64,750 00
Total	*487,075 00		436,225 00
<i>For charter of steamer on the East India station for the purposes of the United States mission to China.</i>			
For charter of steamer on East India station.....	\$45,000 00		

* NOTE.—The increase is caused by estimating for the full number of midshipmen and engineers allowed by law, which was not done in the estimates of the previous year. Arrangements will be made for receiving more candidates into the Naval Academy for instruction, and the new steamers added to the navy will require a corresponding addition to the engineer corps.

No. 1—RECAPITULATION.

Heads of appropriation.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
CIVIL.			
Office of the Secretary of the Navy—			
Salaries	\$29,600 00		\$29,600 00
Contingent	2,840 00		2,840 00
Southwest Executive building—			
Salaries	2,400 00		2,400 00
Contingent	3,913 00		3,913 00
NAVY.			
Pay of the navy.....	487,075 00		436,225 00
SPECIAL.			
Charter of steamer on East India station.....	45,000 00		
Total.....	570,828 00		474,978 00

SECRETARY OF THE NAVY.

No. 2.

BUREAU OF YARDS AND DOCKS,
October 8, 1859.

SIR: I have now the honor to transmit, herewith, duplicate and triplicate sets of the estimates from this bureau for the fiscal year ending 30th June, 1861, together with my annual report in duplicate for the same period, and a compendium of the same, as required by your letter of the 4th August last.

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

Hon. ISAAC TOUCEY,
Secretary of the Navy.

*Compendium of the annual report from the Bureau of Yards and Docks,
dated October 1, 1859.*

Introductory remarks as to the need of greater accommodation for building, repairing, docking, equipping, and taking care of vessels at navy-yards; reasons which have influenced the bureau in submitting its estimates for the next fiscal year.

Invites the attention of the department to the disparity in the pay of clerks at navy-yards, reciting the laws applicable thereto; also, in reference to the salary of the commandant of the navy-yard in California.

Recommends an increase of pay to commandants' clerks at all navy-yards.

Submits statement of the improvements and repairs made at each navy-yard during the past year, naming the objects completed and the amounts expended thereon; what works have been in progress, but not completed, with the aggregate expenditure upon the same; also, the amount expended, under the head of contingent, at each navy-yard on account of the Bureau of Yards and Docks.

Submits estimates for the preservation of works, and for current repairs at navy-yards, for the fiscal year ending June 30, 1861.

The same, with reference to each of the naval hospitals, magazines, and ordnance improvements at the different stations.

The present state and condition of the dry-docks generally.

Detailed remarks on the naval asylum for decrepid officers, seamen, and marines.

Treats of the timber agencies, their efficiency and economy in preventing depredations on the public lands.

BUREAU OF YARDS AND DOCKS,
October 1, 1859.

SIR: In compliance with your instructions, I have the honor to submit my report of the state of the improvements at the several navy-yards;

the amounts expended on different objects during the past year, and estimates for the preservation and repair of buildings, &c., for the fiscal year ending June 30, 1861.

As no funds were appropriated during the last session of Congress for *improvements* of navy-yards, and but a small amount to preserve the buildings, wharves, docks, &c., from decay, the necessity for an increase of appropriations would seem to be apparent for this branch of the public service.

Without an appropriation of funds to complete objects commenced, and repair works which may and probably will be demanded for naval purposes, such as docking ships, repairing engines, &c., the navy-yards may not be in a condition to meet the demands upon them; but as Congress, at its last session, adopted the policy of not continuing the improvements of navy-yards, and granted but a very small amount for current repairs, and as I understand it to be your desire to conform to that policy, I have based the estimates of this bureau for the next fiscal year accordingly. In submitting them, however, I beg leave to remark that, although we have made some progress at the principal yards, in providing dry-docks and in building shops for machinery and store-houses for the storage of materials and stores, much yet remains to be done to make our navy-yards complete. The want of more dry-docks is often seriously felt when vessels are waiting to be docked, either for repairs or for the fitting of steam-engines. As yet, we have been unable to complete a marine engine at any navy-yard, except at Washington, for the want of shops, tools, and proper appointments.

It is confidently believed when these deficiencies shall be supplied we can build our steam-engines cheaper and better in the navy-yards than at private establishments.

At the navy-yard in California, where an appropriation for the commencement of a foundery and machine-shop was made, the work has, in a measure, been suspended. It is highly important that a complete navy and dock-yard should be built and maintained in that quarter, for reasons too obvious to need a recapitulation.

The subject of wet-docks, for the safety and economical preservation of vessels in ordinary, was brought to your notice in my report of last year. I beg to refer you to that document, and to reiterate the views therein expressed as especially applicable to the navy-yard at Pensacola. Since we have commenced the construction of ships-of-war at that point, involving a heavy outlay to make the necessary preparations, a wet-basin is considered indispensable.

I desire to call your attention to, and ask your interposition to correct, certain discrepancies in the laws fixing the pay of clerks and others at the several navy-yards. This subject, it appears to me, cannot longer escape the notice of Congress.

By the act of 3d March, 1835, the pay of clerks of navy-yards, and first clerks to commandants, was fixed at \$900 per annum, and that of second clerks to commandants at \$750 per annum.

The law of 3d March, 1853, making appropriations for the navy, raised the pay of these clerks at the navy-yards at Boston, New York, Washington, Norfolk, and Pensacola to the present rates, viz: \$1,200

and \$960 respectively, omitting to make any change in the pay of the clerks at Portsmouth, N. H., and Philadelphia.

By the act of 31st August, 1852, (navy appropriation bill,) the purser's assistant, (steward,) at the navy-yard, Portsmouth, N. H., when performing the duties of clerk also, is allowed \$750 per annum; and upon this data the pay of purser's stewards, where no clerk to the purser is allowed, has been established upon the estimates of the department. At the larger navy-yards, Boston, New York, and Norfolk, where clerks to pursers are allowed, and where the duties are more arduous and responsible, the law of 1835 fixes their pay at \$500 per annum. The anomaly is thus presented of a smaller rate of compensation being allowed to purser's clerks at Boston, New York, and Norfolk, than to the same class of officers, performing much less important services, at other navy-yards.

The law of 10th August, 1846, (navy appropriation act,) allows the commandant's clerk at Philadelphia, when performing the duties of clerk of the yard also, a compensation of \$1,200 per annum. The two duties were for some years performed by the same person, who received the pay provided by law, until the increase of workmen made it necessary to appoint a clerk of the yard, and a second clerk to the commandant, when the pay of the commandant's first clerk was reduced to \$900 per annum, as established by the law of 1835.

The department, in its estimate for the years 1854-55, placed the clerks, including those of the purser, at all the yards on an equal footing as regards pay, assuming, as a basis, the acts of 31st August, 1852, and 3d March, 1853, before recited.

The amount, as estimated, was appropriated in full, and payments were made to the several clerks accordingly. This was continued for some time, until, by decision of the accounting officers of the treasury, the increased salaries to the clerks of the yard and commandant's clerks at Portsmouth, N. H., and at Philadelphia, as well as the purser's clerks at Boston, New York, and Norfolk, were disallowed, and the excess checked against their pay.

It seems but just that the clerk's to the commandants at Portsmouth and Philadelphia should be paid the same as at other yards, and that purser's clerks at all navy-yards should get at least \$750 per annum.

The act of 5th August, 1854, making appropriations for the navy, raised the pay of the commander or executive officer at the navy-yard in California to \$3,500, the same salary as is allowed to the commandant at that and other navy-yards. In the estimates of the Department for the years 1856, 1857, and 1858 provision was made for the pay of the commandant at Mare Island at the rate of \$5,000 per annum; but the accounting officers of the treasury refused to allow it, for the reason that there was no warrant of law for such increased rate of compensation. This seems to have been an oversight. It could not have been the intention of Congress to place the commandant and commander, a subordinate officer, on the same footing as regards pay; nor does it seem reasonable that the pay of the civil engineer and navy agent in California, each of whom receive \$4,000 per annum according to law, should exceed that of the commandant under whose orders they are.

When the expense of removing a family to that remote and costly

station is considered, and that the commandant is required to live in the yard, and is not allowed furniture for his quarters, it must be evident that his present pay is inadequate for his support, and it would be but just if the amount heretofore appropriated should be allowed by law, and to take retrospective action.

The pay of the commandant's clerk at Mare Island was fixed by estimate at \$1,500 per annum, but it has been decided that he can receive but \$900, according to the law of 1835, although the former rate of pay was allowed to that officer for some years. The salary, in my opinion, should be restored by law to \$1,500 per annum.

By the acts of 22d April and 4th August, 1854, and that of 3d o March, 1855, the clerks, messengers, and watchmen, in the Washington navy-yard, were allowed an addition of twenty per cent. to their pay, to continue to the 30th June, 1856, which additional pay was subsequently extended, so far as regards the clerks and messengers, by the act of 12th June, 1858, and is now considered permanently fixed by law, and estimated for accordingly. This increase of pay to certain officers in the Washington navy-yard has created some dissatisfaction at other yards, where, in some instances, the duties are more arduous and responsible. It would, therefore, be but an act of justice to the clerks at other navy-yards to place them on equality at least with those of the Washington yard, and, in the opinion of the bureau, it would be better to state the salaries precisely, than to make the addition in the shape of a percentage on former rates of pay.

I would respectfully remark that, in my judgment, the clerks of the commandants of navy-yards, who are charged with the duty of keeping the accounts and making returns of expenditures in the various departments of the yard, besides conducting (as at the larger yards) a heavy correspondence, should receive at least the pay of a second class clerk in the executive departments at Washington, viz: \$1,400 per annum. Indeed, the pay of a third class clerk (\$1,600) would be but just, considering their relative labors and responsibilities.

The following statement exhibits the improvement and repairs made at the several navy-yards, with the amounts expended thereon during the past year, and the estimates submitted for the preservation and repair of buildings, &c., for the next fiscal year, commencing with the navy-yard at

PORTSMOUTH, NEW HAMPSHIRE.

The works of improvement which have been completed at this yard during the past fiscal year are, removing ledge, coal-house, tank-shed, and mooring piers. Upon these objects there has been expended during the year—for labor, \$19,013 08, and for materials, \$11,627 28, making an aggregate of \$30,640 36.

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

1. *Quay wall connecting with dock basin.*—Piles have been driven where suitable foundations could not otherwise be obtained; the old coffer-dam on the north side of the basin has been removed, or cut off as low as practicable, and, in conjunction with the basin wall, both are

in progress. On the north side of the basin the wall will be completed this season.

2. *Tools for machinists.*—The amount allotted for this object has been expended in the purchase of some valuable tools, which were much needed in this department.

3. *Dock basin.*—This important work has been vigorously prosecuted during the past year. Eight hundred lineal feet of the side-walls have been taken up and relaid in a strong and substantial manner, and there yet remains one hundred and fifty lineal feet to complete the work, which must be delayed until the old coffer-dam and filling in can be removed, for which estimates are submitted.

4. *Officers and muster room.*—All the materials for this building have been procured, and the work is in progress; the walls have been erected and are receiving the roof, and it is expected that the building will be occupied before the close of the present season.

5. *Engine-house.*—The additional story to this building has been commenced; the roof has been removed, and the walls have been about one half laid, up to the proper height, and the building will probably be completed and ready for occupation in three months.

6. *Repairs of all kinds.*—Proper and necessary repairs have been put upon the floating-dock, buildings, officers' quarters, bridges, docks, landing stages, platforms, boats, walks, gutters, drains, fences, walls, cranes, furnaces, forges, and slips and other miscellaneous objects. The amount expended upon these various objects during the fiscal year is, for labor, \$32,195 51; and for materials, \$32,859 18; making an aggregate of \$65,054 69.

There has been expended for contingencies during the past year the sum of \$27,720 48.

An estimate is submitted for the fiscal year ending June 30, 1861, for the preservation of works and repairs at the yard, amounting to \$10,000.

BOSTON.

The works of improvement which have been completed at this yard during the past fiscal year are, cleaning out timber-dock and altering tar kettles at pitch-house; and upon these objects there has been expended, for labor, \$3,553 23; and for materials, \$835 61; making an aggregate of \$4,388 84.

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

1. *Extension of dry dock.*—This work has been prosecuted during the past year under the most favorable circumstances, and, should no accident occur, it will be completed during the present season.

2. *Machinery for machine-shop.*—A considerable amount of materials have been collected for this object, but no further progress made.

3. *Extension of city sewer, reservoirs, dredge-boat, and scows,* have all been very nearly completed.

4. *Ropewalk machinery.*—Extensive repairs and improvements have been made upon the ropewalk machinery, and the work is still in progress.

5. *Boiler-house and chimney at ropewalk.*—This work has been in rapid progress, and will probably be completed during the present season.

6. *Repairs of all kinds.*—Such repairs as were necessary have been put upon the various buildings, wharves, docks, roads, fences, and other existing works; and for all these improvements and repairs there has been expended during the fiscal year the sum of \$191,533 80.

There has been expended for contingent during the past year the sum of \$82,784 64.

An estimate is submitted for the fiscal year ending June 30, 1861, for the preservation of works and repairs at this yard, amounting to \$15,000.

NEW YORK.

The works of improvement which have been completed at this yard during the past year are: Machinery for coffee-mill, storehouse, steaming house, reservoir, fences, water closets, lightning rods, paving and flagging, water pipes and drains, steamer boiler for dredger, repairs of oakum shop, and extension of smithery. There has been expended upon these objects during the year the sum of \$107,049 21.

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

1. *Quay wall.*—The only progress which has been made upon this work during the past year is the laying of a portion of the coping and the erection of an iron crane; the balance of the expenditure has been for materials, a large quantity of which have been purchased.

2. *Smithery.*—Cast-iron gutters have been put upon the building, and a provision made for its better ventilation, which has operated beneficially.

3. *Foundry.*—Arrangements have been made for placing additional sky-lights upon this building for the admission of more light from the roof, but the work is not yet completed.

4. *Launching ways.*—The principal work upon this object during the past year has been in tearing up the old dock outside the ship-house, and in constructing a dam to exclude the water. This has been accomplished, and the work of preparing the foundations is now in progress.

5. *Machine shop.*—Additional floors have been put in a part of the machine shop, which afford extended accommodations, and add much to the comfort of the men working in the building.

6. *Foundation walls for marine barracks.*—The foundation walls for these buildings have been completed, and the work is now ready for the contractor who is to erect the buildings.

7. *Dredging channels.*—This work has progressed as usual; the dredging machine has been kept in operation where its services were most required, and a sufficient depth of water has been maintained.

8. *Filling ponds and low places in the yard.*—A portion of the old timber basin has been filled in and graded, so that it may be usefully occupied. This work cannot progress further until the remainder of the timber is removed from the old basin.

9. *Repairs of all kinds.*—The usual annual repairs have been made upon the various store-houses, workshops, timber sheds, ship-houses, offices, officers' quarters, wharves, docks, roads, fences, and other improvements; and upon all these improvements and repairs there has been expended during the year the sum of \$200,819 78.

There has been expended on account of contingent, during the fiscal year, the sum of \$70,089 44.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and for repairs at this yard, amounting to \$20,000.

PHILADELPHIA.

The objects which have been completed at this yard during the past year are, extending gun-carriage shop, and raising plumbers' shop. The amount expended upon these objects during the year is: for labor, \$1,954 23, and for materials, \$2,780 78; making an aggregate of \$4,735 01.

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

1. *Dredging channels.*—Very little has been done under this head during the past year. About 21,000 cubic yards of mud have been removed, and a sufficient depth of water for working the floating-dock has been maintained.

2. *Floating-dock.*—Necessary and proper repairs have been made to this structure, and it has been kept in good condition to meet all the demands for its use.

3. *Repairs of all kinds.*—The usual repairs have been made upon the various buildings and other improvements; and for all improvements and repairs there has been expended during the year the sum of \$59,804 12.

There has been expended on account of contingent during the fiscal year the sum of \$37,328 48.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and for current repairs at this yard, amounting to \$15,000.

WASHINGTON.

The works of improvement which have been completed at this yard during the past year are: extension of boiler shop, removing shears, reservoir for water, gas pipes and fixtures, and timber shed. The amounts expended upon these objects are: for labor, \$3,486, and for materials, \$2,345 74; making an aggregate of \$5,831 74.

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

1. *Steam engine and machinery for ordnance building.*—Considerable additions have been made to the machinery in this establishment, and it is now in a condition of increased efficiency.

2. *Dredging channels.*—The dredging machine has been profitably employed, during a portion of the year, in dredging along the wharves

and in front of the marine railway; and the depth of water is such as is sufficient for the classes of vessels which usually visit the yard.

3. *Pavements, drains, and gutters.*—The pavements have been kept in good condition, and additional drains and gutters have been constructed for the proper drainage of the yard.

4. *Grading and filling.*—The amount expended under this head is for filling up low places and spreading gravel over the roads; and the surface of the yard is now in such condition as to afford easy transportation for materials from point to point.

5. *Machinery and tools.*—Under this appropriation several valuable and indispensable tools have been procured for the machine shop; a new steam engine and boilers have been built and set up in the new anchor shop; and, in the same shop, new blowers, blast pipes, and forges have been erected, and will soon be in operation. A very large furnace has been constructed in the forge shop, by which some shafting, probably the heaviest ever manufactured in this country, has been successfully made.

6. *Extension of navy store.*—This building has been erected during the past year, and is completed, except a small amount of painting. The building is now occupied for the purpose intended; and the unexpended balance of the allotment will be sufficient to complete it.

7. *Anchor shop and coal houses.*—Most of the materials for this building have been procured, and about one half of the building is up and completed; one side-wall of the remaining half is built, and the timber for the roof is purchased and framed. The building will probably be completed before cold weather.

8. *Repairs of all kinds.*—Such repairs as were necessary for the preservation of the public property have been put upon the various work shops, ship-houses, storehouses, timber sheds, furnaces, ordnance buildings, founderies, wharves, roads, fences, and other improvements, and the amount expended on all these objects of improvement and repairs is, for labor, \$57,541 62, and for materials, \$37,421 10; making an aggregate, during the year, \$94,962 72.

There has been expended, on account of contingent, the sum of \$81,497 27.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and for repairs at this yard, amounting to \$10,000.

NORFOLK.

The improvements which have been completed at this yard during the past fiscal year are: tools and machinery for foundery, grading and draining yard, and masting shears.

The amount expended on these objects, during the year, is, for labor, \$16,600 63, and for materials, \$21,382 50; making an aggregate of \$37,983 13.

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

1. *Quay wall.*—This work has been prosecuted with vigor; 52,000

cubic feet of stone have been laid, 427 piles have been driven, and a large amount of filling in has been completed.

2. *Foundry, boiler and machine shops, and machinery for same.*—These buildings, as far as appertains to the especial objects named under this head, may be said to be completed to the extent originally designed, except the forge shop, which is still in an unfinished state. An air furnace has been partly built, and several cranes completed for the foundry; a small steam engine, with the necessary shafting, pulleys, &c., has been built and erected in the boiler shop.

3. *Timber-landing slip at saw-mill.*—All the foundation piles for the front wall have been driven and cut off, and a few side-wall piles have been driven. The excavation for these latter walls has been nearly completed, and the whole is in a good condition for commencing the masonry, and completing it in a short time.

4. *Ship-house No. 48.*—The foundation for this building has been completed, and is ready for the superstructure. Most of the materials have been received, and the building will soon be in progress.

5. *Victualling establishment.*—The piling and foundation walls for this building have been completed, and are now ready for the brick work. Most of the materials for this building have been purchased, and it is decided to perform the remainder of the work by contract.

6. *Spar shed.*—The excavations for the walls have been made, the piles driven and capped for all except the east wall, and a portion of the materials for the building has been purchased.

7. *Dredging channels.*—During the fiscal year these operations have been continued as usual, except during a necessary suspension of the steam dredge for repairs. These repairs were charged to the appropriation for this object, and have been quite extensive. They consist of a new boiler, and the thorough overhauling and putting in order of the steam-engine and dredge-boat.

8. *Machinery and tools.*—The expenditures under this head consist in the purchase and setting up of a large ten-ton iron wharf-crane, two lathes, one punching machine, two trip-hammers, and various other tools, all of which have been put in operation, and have added largely to the efficiency of the shops.

9. *Repairs of all kinds.*—Proper repairs have been made upon the various buildings, docks, wharves, and other improvements; and the amount expended during the year upon all these improvements and repairs is: for labor, \$122,071 11, and for materials, \$56,529 83, making an aggregate of \$178,600 94.

There has been expended on account of contingent the sum of \$72,156 50.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and current repairs at this yard, amounting to \$20,000.

PENSACOLA.

At this yard, during the past year, the improvements at spar pond have been completed, and the amount expended is \$2,368 26.

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

1. *Extension of granite wharf.*—During the past year, 1,070 cubic yards of granite and concrete masonry have been laid; 650 foundation and sheet piles have been driven; and 66 cubic yards of granite flagging have been laid on the permanent wharf, back of the sea-wall.

2. *Mooring, repairing, and operating floating-dock.*—This structure is in as good condition as can reasonably be expected; the effects of the climate upon the material of which it is constructed, and its exposed situation, being duly considered. The basin, railway, engine, and house, are in tolerably good condition.

3. *Dredging.*—The quantity of sand dredged during the year is 11,989 cubic yards. This work is of constant necessity for maintaining the required depth of water near the mouth of the deep basin.

4. *Railways.*—The rail-tracks in the yard and that to the spar pond, as well as the appendages of the same, have been kept in good order for service. The facility of transportation of heavy articles to and from different points of the yard, that is afforded by these tracks, is an economical substitute for hauling through the heavy sand.

5. *Foundry.*—The work of putting an iron roof on this building is in progress, and is advancing towards completion.

6. *Constructor's workshop.*—The foundation walls of this structure have been raised above the ground, and the framing of the doors and windows is nearly completed.

7. *Trip-hammer.*—A steam trip-hammer has been procured and is ready to be set up in the smith's shop, and will probably be in operation early in the ensuing fiscal year.

8. *Repairs of all kinds.*—Extensive repairs have been put upon the various work-shops, timber-sheds, officers' quarters, wharves, docks, roads, fences, and other improvements; and upon all these objects of improvement and repair there has been expended, during the year, the sum of \$179,358 91.

The amount expended on account of contingent, during the year, is \$40,185 67.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and repairs at this yard, amounting to \$10,000.

MARE ISLAND.

The objects of improvement which have been completed at this yard during the past year are, joiner's shop and timber shed No. 14; cooper's shop, tank shed, and paint shop No. 41; and plumber's, coppersmith's and tinner's shop No. 70; and upon these objects there has been expended for labor, \$15,089 17, and for materials, \$32,931 34, making an aggregate of \$48,020 51.

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

1. *Wharf.*—Of this work one hundred and twenty-six lineal feet have been constructed and completed during the year, and there is a large amount of materials on hand for the continuation of the work.

2. *Officer's houses Nos. 7 and 9, 11 and 13.*—The walls of the first two have been erected and the roof put on, and the walls of the last two have been built up to the second story windows, and most of the joiner's work for all has been completed.

3. *Grading.*—About 35,638 cubic yards of earth have been removed from the higher parts of the yard and deposited upon the low grounds, thus accomplishing two objects—grading sites for buildings and providing additional working grounds at points which were formerly unavailable for any purpose.

4. *Mold loft No. 39.*—This building has nearly been completed, there remaining only a few doors to be made, and a small amount of painting and glazing to be done.

5. *Cisterns.*—Two cisterns have been completed during the year, making the number now in use four; these are indispensable improvements, as they are the only means of providing water for the vessels and for yard use. An additional number will be required as the works at this yard progress.

6. *Machine shop.*—The foundations for the front and wings of this building have been nearly completed; the walls have been carried up to about eight feet along the whole front and for a part of the wings; most of the doors, window-frames, and sash have been made, painted, and glazed, and a large quantity of materials for the building have been purchased.

7. *Guard-house.*—The foundation for this building is commenced, and most of the joiner's work completed, and nearly all the materials are purchased and on the ground.

8. *Tar and pitch house.*—On this building nothing has been done beyond the receiving a portion of the materials, and a small amount of labor in connection therewith.

9. *Repairs of all kinds.*—Most of the buildings at this yard being of recent construction, a small amount only has been expended under this head.

The amount expended during the year for all improvements and repairs, independent of those before mentioned as completed, is, for labor, \$135,659 21, and for materials, \$137,806 51, making an aggregate of \$273,465 72.

There has been expended during the year on account of contingent the sum of \$94,616 36.

An estimate is submitted for fiscal year ending 30th June, 1861, for the preservation of works and current repairs at this yard, amounting to \$20,000.

SACKETT'S HARBOR.

The expenditures at this station during the past year have been for repairs of all kinds, and amount to \$4,169 12.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and for current repairs, amounting to \$1,000.

HOSPITALS.

Boston.—For the necessary repairs of the hospital and its dependencies there has been expended during the past year the sum of \$2,978 89.

For the annual repairs of the buildings and fences, there will be required during the fiscal year ending 30th June, 1861, the sum of \$2,500.

New York.—The amount expended on the hospital and its dependencies for general repairs during the last year, is \$4,556 35.

For the fiscal year ending 30th June, 1861, an estimate is submitted for repairs of hospital buildings and laboratory, amounting to \$7,000.

Philadelphia Naval Asylum.—The amount expended at this institution during the past year, for general repairs of buildings, furniture, furnaces, grates, gas, water rent, and care of public grounds, is \$6,264 67.

Estimates are submitted for the fiscal year ending 30th June, 1861, for improving cemetery, furniture, and repairs to same, house-cleaning, repairs of furniture, grates, and ranges, gas and water rent, and for repairs of all buildings and care of grounds, amounting to the sum of \$5,150 00, and for the support of beneficiaries, \$27,000, making an aggregate of \$32,150.

Norfolk.—For completing surgeon's house, general repairs of hospital buildings, and care of public grounds, there has been expended during the past year, the sum of \$17,692 75.

Estimates are submitted for the year ending 30th of June, 1861, for a porter's lodge, replacing galleries, and for general repairs of buildings, fences, &c., amounting to \$18,270.

Pensacola.—The brick wall around the burial ground has been completed, and there has been expended upon this object during the past year the sum of \$2,192 25.

The other objects of improvement which have been in progress are, draining and filling ponds, and general repairs of hospital and its dependencies, and upon these there has been expended during the year the sum of \$12,311 91.

Estimates are submitted for the fiscal year ending 30th June, 1861, for draining and filling ponds, and for general repairs of buildings, amounting to \$10,500.

MAGAZINES AND ORDNANCE WORKS.

Portsmouth, New Hampshire.—The foundations for the gun-carriage shop and storehouse have been laid, the walls constructed, and the building covered; the walls of the boiler room have been completed, the foundations for the engine laid, and a portion of the machinery received. The necessary repairs have been put upon the buildings belonging to this department, and the amount expended during the year upon all these objects is, for labor, \$7,004 58, for materials, \$12,705 68, making an aggregate of \$19,710 26.

No appropriation under this head is asked for this yard for the next fiscal year.

Boston.—For the necessary repairs of the buildings &c., there has been expended during the past year the sum of \$1,778 48.

For the annual repairs of magazine and wharf, and care of the grounds, there will be required during the fiscal year ending 30th June, 1861, \$2,000.

New York.—The ordnance works which have been in progress during the past year are, machinery and fitting room in ordnance building, gun-sighting grounds, and general repairs. Upon these objects there has been expended during the year, the sum of \$3,378 45.

For this station no appropriation is asked for the next year.

Philadelphia.—There has been expended at this station during the past year, for a railroad from wharf to magazine, a landing crane, a boat, and for incidental repairs to the buildings, the sum of \$1,369 72.

There will be required for repairs of all kinds during the year ending 30th June, 1861, the sum of \$600.

Washington.—The objects upon which expenditures have been made during the past year, are the erection of an additional gun furnace, extension of experimental battery, and general repairs of magazine building. The amount expended on these objects during the year is, for labor \$3,039 85, and for materials \$679 49, making an aggregate of \$3,719 34.

An estimate of \$4,000 is submitted for a renewal of the experimental battery, with one part inclosed or casemated against accident from guns of doubtful character.

Norfolk.—The works which have been in progress at this yard during the past year are, ordnance building, shot beds, gun skids, &c., sea-wall at Fort Norfolk, and repairs of all kinds. The amount expended upon these objects during the year is \$70,880 38

Estimates are submitted for the fiscal year ending 30th June, 1861, for shot beds and gun skids, fitting additional storehouse at magazine, converting old coal-house at St. Helena into gun-carriage shed, fitting racks for arms and ordnance stores, and for general repairs of all ordnance buildings, amounting in the aggregate to \$10,700.

Pensacola.—The amount expended during the past year for the repair of magazine is \$197 75.

Estimates are submitted for the fiscal year ending 30th June, 1861, for the erection of a new powder magazine, and for repairing the old magazine, to be used as a shell-house, amounting to the sum of \$48,694.

The present magazine, located very near the yard, is insufficient for the wants of the station, and requires extensive repairs. It is proposed to erect a new building more remote from the yard and town of Woolsey, and of larger dimensions, and to repair the old building for a shell-house. These improvements are deemed highly necessary.

Mare Island.—The new magazine at this station has been nearly completed during the past year, and is ready to receive the powder. The amount expended during the year is \$9,522 15.

No appropriation is asked for the next fiscal year under this head.

DRY-DOCKS.

Proper and necessary repairs have been put upon the different stone dry-docks, and upon the floating-docks, basins, and railways, at the several navy-yards, and these structures are generally in a good condition of efficiency.

NAVAL ASYLUM.

This institution has been faithfully administered during the past year.

Some of the beneficiaries have manifested a spirit of insubordination, but the majority have generally deported themselves becomingly. Under the general license of leave to visit the city, many avail themselves of the occasion to abuse the privilege by becoming inebriated, or by smuggling liquor into the premises; some go off on debauches, and do not return until met by starvation or despair, when they apply for readmission; a few, impatient under the restraint of wholesome rules, after having received their outfit of clothes, abscond altogether, sometimes to become outcasts; while others, although in violation of the orders of the department, again ship into the naval service, and the result is that they are generally invalided and sent home at the expense of the government.

Old seamen pass through a life of privation and hardship, and they are subject to constant peril, exposure, and continuous night watchings. It is not, therefore, so surprising that when they come ashore they should indulge in some excesses. Their exposure creates a thirst for stimulants, and engenders morbid appetites, and hence their cravings for rum and tobacco. Their self-control is not sufficient to master these propensities, and occasionalsprees are consequently indulged in. It becomes necessary, therefore, to impose temporary restrictions upon them, with the hope of reform. Many of the troubles arise on account of the location of the establishment, which affords so many facilities, because of its contiguity to a large city, to violate discipline and necessary rules.

The regulations for admission require a record service of twenty years in the navy and a certificate from a surgeon showing the applicant to be unable, from bodily infirmity, decrepitude, or age, to obtain a support by manual labor. After admission the inmates consider the asylum as a government hotel, free of charge; that they are not to perform labor in aid of their own support, but that they must be waited upon as guests, and treated with the most generous hospitality. The beneficiaries have a library, reading-room, smoking-quarters, and all proper comforts. As an incentive to good conduct, and an encouragement to their better natures, the most reliable of their number are selected as gate sentinels, and to perform patrol and other suitable duties, for which they are paid \$2 per month. If any abuse their trusts they are displaced, and others assigned to these duties.

Cases of desertion sometimes occur, and those who cannot be kept under discipline are ejected from the institution. These, after be-

coming penitent, and promising future good conduct, are taken back on probation, and it sometimes happens that a beneficiary has been re-admitted for the third time.

Some discipline is indispensable, and experience has shown that restraints and restrictions must be constantly exercised and rigidly enforced.

The governor is lenient, perhaps too much so, for the recusant members, but notwithstanding the complaints against him his course has been approved.

This institution has afforded a most comfortable home for the old sailors and marines who have become entitled to its privileges. No one would go further than myself in aiding this class of men in providing for their support. After mature reflection, and much experience, I now begin to doubt the expediency of continuing the asylum for their benefit, or whether the results thus far have been salutary, and promotive of their best interests.

In former reports I have expressed the opinion that the location of the naval asylum is not favorable for the objects intended. It is situated in a populous city, the grounds are quite limited, and necessarily have to be walled in to keep out intruders, and many of the beneficiaries will embrace every opportunity to drink to excess, and smuggle liquor within the premises to intoxicate others.

I am satisfied, therefore, that the sea-shore, or an island adjacent thereto would be more suitable for the asylum than where it is now located. It would be more remote from temptation, and the view of the ocean and vessels would afford the old sailor grateful recollections of his earlier life, and furnish opportunities of boating, fishing, &c., besides contributing to the healthful employment of body and recreation of mind.

Some of the sailors who are entitled to the privileges of the asylum by virtue of long service, &c., do not avail themselves of them because of the necessary and painful separation from their families.

Viewing the whole subject, then, in all its bearings, I have come to the conclusion that a yearly stipend, graduated upon the condition of decrepitude, in amount not to exceed three fourths of the pay of the grade in which they last served, to be allowed, upon record-evidence of at least twenty years' service in the navy, and a certificate from a surgeon that the applicant is permanently disabled from making his livelihood by manual labor, is much the most economical plan for the government, and would be most satisfactory to the beneficiaries generally. Or, if this plan be not adopted, then I recommend that the present site and improvements be disposed of, the proceeds to be appropriated to the purchase of a more suitable location, as before indicated.

There is still another plan which might be adopted—certainly cheaper and equally beneficial—viz: to allow all who may so elect a yearly stipend, with the privilege to reside with their friends or families, and distribute the remainder among the several naval hospitals, which are all in proper condition to receive them, and will afford excellent accommodations for their care and comfort. The additional outlay of expense at the hospitals for the accommodation of these pen-

sioners would not be materially increased, the principal items being only for food and clothing.

In case the asylum remains at its present location, it will become necessary to enlarge it for the accommodation of all who are entitled to its privileges. The building is now nearly full, and I shall have to ask for an appropriation to make the requisite additions, unless it should be decided to remove the site to the sea-shore.

The number of inmates in the asylum, including officers and attendants, is one hundred and eighty-two. Twenty-four have been granted permits, and ten have died during the past year.

The expenses for the fiscal year ending June 30, 1859, were as follows, viz:

Subsistence.....	\$11,862 12
Clothing, tobacco, &c.....	6,961 90
Miscellaneous items.....	4,357 35
Officers and attendants.....	15,442 00
	<hr/>
Total.....	38,623 37
	<hr/> <hr/>

TIMBER AGENCIES.

The operations of the timber agents during the past year have been successfully conducted, and a proper economy enforced.

The general aim has been to protect the reserved timber lands from depredation rather than enlarge the quantity of reservations; and consequently but few trespasses have been committed. This fact is due to the faithful vigilance and stringent preventive measures enforced by the agents.

There is, however, a difficulty in the way of a complete enforcement of preventive measures against trespassers, and it is found in the decisions of the courts and juries. In illustration upon this point, I cite from a report lately made to this bureau, showing the *status* of suits *vs.* depredators, which states that where the parties plead "*guilty*," the jury only awarded the nominal damage of "*one cent*" in each case, as the value of the timber. The *wanton intent* to defraud the government, the amount of timber spoliated upon, nor its comparative value in money, not being considered sufficient reasons to vary from a nominal verdict of "*one cent*."

It is difficult for the government to procure the conviction of trespassers, on account of the sympathies of juries; and if convicted, the damages, in the nature of circumstances, can only be nominal. Much expense is incurred in procuring convicting proof, such as surveys of the lands trespassed upon, summoning witnesses, attendance at court, &c. In order, therefore, to avoid expense in fruitless prosecutions against those who depredate upon the public lands, the agents will be empowered to seize the timber and demand compensation for its value; and if payment is refused, then to sell it at public auction, for cash, to the highest bidder, and deposit the proceeds in the treasury; or ship it to the nearest navy-yard, where wanted, if considered most advisable. In cases where the timber has been taken away before the

discovery of the trespass, the only recourse will then be to the courts of law for redress.

The plenary act of February 23, 1822, contemplates the most summary proceedings against trespassers, and the most stringent measures of protection and preservation must be resorted to in order to save these valuable interests from waste and general spoliation.

Indeed, the importance of the subject cannot be too highly estimated. The southern States, especially Florida, afford the only nursery to the government for a sufficient supply of live-oak and other suitable timber for naval purposes. The demands of foreign and domestic commerce are fast consuming the best qualities of this class of ship material, accessible to market, which can be procured from private sources; and as the supply from this source diminishes, recourse will be had to the government reservations to gratify the cupidity of speculation and advance the interests of private gain.

It is therefore essential that the most vigorous means should be constantly employed to prevent depredations upon the reserved naval lands, and to exact proper compensation for a trespass when committed; and it is confidently believed that the system now established and in operation through the present corps of timber agents will effectually secure this desirable object.

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

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Y. & D.—A.

General estimate from the Bureau of Yards and Docks, for the fiscal year ending 30th June, 1861, in addition to the balances remaining unexpended July 1, 1860.

Objects.	Estimated for the year ending 30th June, 1861.	Estimated for the year ending 30th June, 1860.
1. For the pay of commission, warrant, and petty officers, (see paper Y. and D. No. 4).....	\$262,774	\$284,038
2. For the pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations, (see Y. and D. No. 4)	148,604	152,454
3. For necessary repairs at yards and stations, (see Y and D. No. 5).....	121,000	2,001,827
4. For hospital buildings and their dependencies, including the Naval Asylum, (see Y. and D. No. 6).....	70,420	153,935
5. For ordnance works, magazine, and their dependencies, (see Y and D No. 7).....	65,994	203,457
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 the 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 the navy yards; for docking vessels; 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.....	478,000	478,000
. Total	1,146,792	3,273,711

JOSEPH SMITH.

BUREAU OF YARDS AND DOCKS, *October 1, 1859.*

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, 1861.

For salary of the chief of the bureau, per act of August 31, 1842, Statutes at Large, vol. 5, chap. 286, section 3, page 579..... \$3,500
 For salary of chief clerk, fourth class, per act of March 3, 1853, Statutes at Large, pamphlet edition, chap. 97, section 3, pages 210..... 1,800

For salaries of five clerks, including draughtsman, (four of second class, one of first class,) per act of March 3, 1853, Statutes at Large, pamphlet edition, chap. 97, section 3, page 210; and act of April 22, 1854, Statutes at Large, pamphlet edition, chap. 52, section 1, page 276.....	\$6,800
For salary of messenger, per act of August 31, 1842, Statutes at Large, vol. 5, chap. 286, section 6, page 580; act of April 22, 1854, pamphlet edition Statutes at Large, chap. 52, section 2, page 276; act of August 4, 1854, pamphlet edition Statutes at Large, chap. 242, section 6, page 572; and joint resolution No. 18, August 18, 1856, pamphlet edition Statutes at Large, page 145.....	840
For wages of two laborers, one for the bureau, the other for the office of the engineer and draughtsman, per act of August 4, 1854, pamphlet edition Statutes at Large, chap. 242, section 6, page 572; and joint resolution No. 18, of August 18, 1856, pamphlet edition Statutes at Large, page 145.....	1,200
	<hr style="width: 100%; border: 0.5px solid black;"/>
	14,140
	<hr style="width: 100%; border: 0.5px solid black;"/>
Appropriated for the year ending June 30, 1860.....	\$14,140
	<hr style="width: 100%; border: 0.5px solid black;"/>

Contingent Expenses.

For stationery, books, plans, drawings, and incidental labor...	\$800
	<hr style="width: 100%; border: 0.5px solid black;"/>
Appropriated for the year ending June 30, 1860.....	800
	<hr style="width: 100%; border: 0.5px solid black;"/>

JOSEPH SMITH.

BUREAU OF YARDS AND DOCKS, *October 1, 1859.*

Y. & D. No. 2.

Estimate of the pay of the officers attached to the recruiting stations for the year ending June 30, 1861, 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
	<hr style="width: 100%; border: 0.5px solid black;"/>							
	3	3	3	3	3	3	18	32,100

BUREAU OF YARDS AND DOCKS, *October 1, 1859.*

Y. & D. No. 3.

Estimate of the pay of officers and others at navy-yards and stations, for the year ending June 30, 1861.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	
1	Commander	2,000 00	
2	Lieutenants, \$1,500 each	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,000 00	
1	Chaplain	1,500 00	
1	Boatswain	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Sailmaker	700 00	
1	Purser's assistant, when performing the duties of clerk also, (act March 31, 1852)	750 00	
1	Steward, (surgeon's)	480 00	
ORDINARY.			
12	Seamen, \$180 each	2,160 00	
6	Ordinary seamen, \$144 each	864 00	
			3,024 00
CIVIL.			
1	Storekeeper	1,500 00	
1	Naval constructor	2,600 00	
1	Civil engineer	1,800 00	
1	Draughtsman to engineer	900 00	
1	Superintendent of floating-dock	1,000 00	
1	Foreman and inspector of timber	150 00	
1	Clerk of the yard	900 00	
1	Clerk to the commandant	900 00	
1	Clerk to the storekeeper	900 00	
1	Clerk to the naval constructor	800 00	
1	Porter	456 00	
			12,806 00
Total			34,760 00

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

BOSTON.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain.....	\$3,500 00	
1	Commander.....	2,100 00	
2	Lieutenants, \$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	
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 the purser.....	500 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's).....	480 00	
			\$20,860 00
HOSPITAL.			
1	Surgeon.....	2,000 00	
1	Assistant surgeon.....	1,150 00	
1	Steward.....	480 00	
1	Matron.....	204 00	
2	Nurses, each \$180.....	360 00	
1	Cook.....	204 00	
1	Washer.....	144 00	
3	Watchmen, each \$240.....	720 00	
			5,262 00
CIVIL.			
1	Storekeeper.....	1,700 00	
1	Naval constructor.....	2,600 00	
1	Civil engineer.....	2,000 00	
1	Assistant engineer.....	1,200 00	
1	Draughtsman to engineer.....	900 00	
1	Master machinist and steam 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.....	750 00	
1	Clerk to naval constructor.....	800 00	
1	Porter.....	456 00	
			18,916 00
	Total.....		45,038 00
<p>NOTE.—The surgeon of the yard will attend to the marines also.</p>			

Y. & D. No. 3—Continued.

NEW YORK.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain.....	\$3,500 00	
1	Commander.....	2,100 00	
3	Lieutenants, each \$1,500.....	4,500 00	
1	Master.....	1,000 00	
1	Surgeon.....	1,800 00	
1	Purser.....	2,500 00	
1	Chaplain.....	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 the purser.....	500 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's).....	480 00	
			\$22,360 00
HOSPITAL.			
1	Surgeon.....	2,250 00	
2	Assistant surgeons, each \$1,150.....	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, each \$240.....	480 00	
1	Engineer for steam-pump.....	480 00	
			8,642 00
LABORATORY.			
1	Surgeon, director of laboratory.....	2,250 00	
1	Assistant surgeon.....	1,150 00	
1	Laborer.....	360 00	
1	Engineer.....	600 00	
1	Fireman.....	300 00	
			4,660 00
CIVIL.			
1	Storekeeper.....	1,700 00	
1	Naval constructor.....	2,600 00	
1	Civil engineer.....	2,500 00	
1	Assistant engineer and superintendent of dry-dock.....	1,500 00	
1	Draughtsman to engineer.....	900 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 (2d) to commandant.....	960 00	
1	Clerk to the storekeeper.....	1,200 00	
1	Clerk (2d) to storekeeper.....	900 00	
1	Clerk to the inspector of provisions and clothing.....	750 00	
1	Clerk to naval constructor.....	800 00	
1	Porter.....	456 00	
			17,716 00
Total.....			53,378 00
NOTE.—The surgeon of the yard will attend the marines also.			

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

PHILADELPHIA.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	
1	Commander	2,100 00	
2	Lieutenants, each \$1,500	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,000 00	
1	Chaplain	1,500 00	
1	Boatswain	700 00	
1	Gunner	700 00	
1	Carpenter	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)	480 00	
			\$19,410 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, each \$180	360 00	
2	Washers, each \$108	216 00	
			4,612 00
NAVAL ASYLUM.			
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Chaplain	1,500 00	
1	Secretary	900 00	
1	Carpenter	800 00	
1	Steward to the asylum	480 00	
1	Purser's assistant	750 00	
1	Matron	204 00	
6	Washers, each \$108	648 00	
1	Cook	168 00	
2	Assistant cooks, one at \$120 and one at \$96	216 00	
6	Laundresses, at \$108 each	648 00	
8	Scrubbers and house-cleaners, each \$96	768 00	
4	Laborers, each \$180	720 00	
1	Master-at-arms	300 00	
1	Ship's corporal	240 00	
			\$15,442 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	900 00	
1	Clerk to the commandant	900 00	
1	Clerk to the storekeeper	900 00	
1	Clerk (2d) to the storekeeper	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			10,856 00
	Total		50,320 00
<p>NOTE.—The surgeon of the yard is to attend the marines also.</p>			

Y. & D. No. 3—Continued.

WASHINGTON.

No.	Officers, &c.	Pay.	Aggregate.
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	
1	Boatswain	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Purser's assistant, when performing the duties of clerk also.	*900 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's).....	480 00	
			\$17,860 00
ORDINARY.			
10	Ordinary seamen, each \$120	1,200 00	1,200 00
CIVIL.			
1	Storekeeper.....	1,700 00	
1	Civil engineer.....	3,000 00	
1	Draughtsman	900 00	
1	Measurer and inspector of timber.....	900 00	
1	Clerk of the yard.....	*1,440 00	
1	Clerk to the commandant.....	*1,440 00	
1	Clerk (2d) to the commandant.....	*1,152 00	
1	Clerk to the storekeeper.....	*1,440 00	
1	Clerk (2d) to the storekeeper.....	*1,080 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	Messenger	*840 00	
1	Keeper of the magazine.....	480 00	
1	Porter.....	456 00	
			20,828 00
	Total.....		39,888 00
	NOTE.—The surgeon of the yard will attend to the marines also.		

* The estimates for the clerks and messenger of the Washington navy-yard is based upon the act of June 12, 1858, which allows an increase of twenty per cent. upon former salaries.

Y. & D. No. 3—Continued.

NORFOLK.			
No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	
1	Commander	2,100 00	
3	Lieutenants, \$1,500 each	4,500 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Boatswains, \$800 each	1,600 00	
2	Gunners, \$800 each	1,600 00	
2	Carpenters, \$800 each	1,600 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to purser	500 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
			\$24,760 00
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, \$180 each	540 00	
2	Cooks, \$168 each	336 00	
2	Washers, \$144 each	288 00	
4	Boatmen, \$168 each	672 00	
1	Boy	144 00	
			7,040 00
CIVIL.			
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,500 00	
1	Assistant engineer	1,200 00	
1	Draughtsman to engineer	900 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 commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to storekeeper	900 00	
1	Clerk to inspector of provisions and clothing	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			17,566 00
	Total		49,366 00
NOTE.—The surgeon of the yard will attend to the marines also.			

Y. & D. No. 3—Continued.

PENSACOLA.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	
1	Commander	2,100 00	
2	Lieutenants, each \$1,500.....	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser.....	2,500 00	
1	Chaplain	1,500 00	
1	Boatswain.....	800 00	
1	Gunner	800 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, (surgeons).....	480 00	
			\$20,310 00
ORDINARY.			
1	Lieutenant	1,500 00	
1	Carpenter's mate.....	228 00	
2	Boatswain's mates, each \$228.....	456 00	
1	Cook	228 00	
10	Seamen, each \$180.....	1,800 00	
40	Ordinary seamen, each \$144.....	5,760 00	
			9,972 00
HOSPITAL.			
1	Surgeon.....	2,250 00	
2	Assistant surgeons, each \$950.....	1,900 00	
1	Steward.....	480 00	
1	Matron	250 00	
3	Nurses, each \$180.	540 00	
2	Cooks, each \$168.....	336 00	
3	Washers, each \$144.....	432 00	
1	Carter	144 00	
1	Messenger.....	168 00	
3	Watchmen, each \$360.....	1,080 00	
			7,580 00
CIVIL.			
1	Storekeeper	1,700 00	
1	Naval constructor.....	2,600 00	
1	Civil engineer.....	3,000 00	
1	Assistant engineer and draughtsman.....	1,200 00	
1	Measurer and inspector 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 commandant.....	960 00	
1	Clerk to the storekeeper.....	1,200 00	
1	Clerk (2d) to storekeeper.....	900 00	
1	Clerk (3d) to storekeeper.....	750 00	
1	Porter	456 00	
			17,066 00
Total.....			54,928 00

NOTE.—The surgeon of the yard is to attend the marines near the yard.

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

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	\$13,750 00
1	Commander, (act 5th August, 1854).....	3,500 00	
2	Lieutenants, each \$1,500.....	3,000 00	
1	Master.....	1,000 00	
1	Surgeon.....	2,000 00	
1	Steward, (surgeon's).....	750 00	
CIVIL.			
1	Navy agent to do the duty of purser also.....	4,000 00	\$32,850 00
1	Storekeeper.....	2,500 00	
1	Naval constructor.....	2,600 00	
1	Civil engineer.....	4,000 00	
1	Assistant engineer and draughtsman.....	2,500 00	
1	Superintendent of floating-dock.....	2,000 00	
1	Clerk to navy agent to do duty as clerk of yard also.....	3,000 00	
1	Clerk to navy agent.....	2,500 00	
1	Clerk to commandant.....	900 00	
1	Clerk to storekeeper.....	900 00	
6	Watchmen, \$1,200 each.....	7,200 00	
1	Porter.....	750 00	
Total.....				46,600 00
NOTE.—At this yard the commander, or executive officer, receives by law the same pay as the commandant of the yard and station.			

SACKETT'S HARBOR.

NAVAL.			
1	Captain	\$3,500 00	
1	Lieutenant.....	1,500 00	
Total.....			\$5,000 00

RECAPITULATION.

	Naval.	Ordinary.	Hospital.	Asylum.	Laboratory	Civil.	Aggregate.
Portsmouth, N. H....	\$18,930	\$3,024				\$12,806	\$34,760
Boston	20,860		\$5,262			18,916	45,038
New York.....	22,360		8,642		\$4,660	17,716	53,378
Philadelphia.....	19,410		4,612	\$15,442		10,856	50,320
Washington.....	17,860	1,200				20,828	39,888
Norfolk.....	24,760		7,040			17,566	49,366
Pensacola	20,310	9,972	7,580			17,066	54,928
Mare Island.....	13,750					32,850	46,600
Sackett's Harbor.....	5,000						5,000
Total.....	163,240	14,196	33,136	15,442	4,660	148,604	379,278

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, marked Y. & D. A, for the year ending June 30, 1861.

FIRST ITEM IN GENERAL ESTIMATE A.

For recruiting stations.....	\$32,100
For naval branch at yards and stations.....	163,240
For hospital branch at yards and stations, including the naval asylum at Philadelphia, and the laboratory at New York...	53,238
For ordinary branch at yards and stations.....	14,196
	262,774

SECOND ITEM IN GENERAL ESTIMATE A.

For the civil branch at all the yards and stations.....	\$148,604
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BUREAU OF YARDS AND DOCKS, *October 1, 1859.*

Y. & D. No. 5.

Estimate of the amount that will be required for the preservation of works and for the current repairs at the several navy-yards, for the fiscal year ending June 30, 1861.

At Portsmouth, New Hampshire.....	\$10,000
At Boston	15,000
At New York.....	20,000
At Philadelphia.....	15,000
At Washington	10,000
At Norfolk	20,000
At Pensacola	10,000
At Mare Island.....	20,000
At Sackett's Harbor.....	1,000
	121,000

BUREAU OF YARDS AND DOCKS, *October 1, 1859.*

Estimate of the amount that will be required towards the construction and completion of works, and for the current repairs of the several Naval Hospitals, for the year ending June 30, 1861.

BOSTON.

For repairs of hospital.....	\$2,500
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NEW YORK.

For repairs of hospital buildings and laboratory.....	\$7,000
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PHILADELPHIA ASYLUM.

For improving cemetery.....	\$550
For sky-lights to main building.....	600
For furniture, and repairs of same.....	500
For house cleaning and whitewashing.....	300
For repairs to furnaces, grates, and ranges.....	200
For gas and water rent.....	1,000
For repairs of all kinds.....	2,000

5,150

For support of beneficiaries at Naval Asylum.....	27,000
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32,150

NORFOLK.

For porter's lodge.....	\$1,000
For replacing wooden galleries.....	11,000
For repairs of hospital.....	6,270

18,270

PENSACOLA.

For draining and filling ponds.....	\$3,000
For repairs of hospital buildings and dependencies.....	7,500

10,500

RECAPITULATION.

For Boston.....	\$2,500
For New York.....	7,000
For Philadelphia, (Asylum).....	32,150
For Norfolk.....	18,270
For Pensacola.....	10,500

Total.....	70,420
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Y. & D. No. 7.

Estimate of the amount that will be required towards the construction and completion of ordnance works, and for current repairs at the several naval magazines, for the year ending June 30, 1861.

BOSTON.

For repairs of all kinds	\$2,000
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PHILADELPHIA.

For repairs of all kinds	\$600
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WASHINGTON.

For the renewal of experimental battery, with one part enclosed, or casemated, to guard against accidents from guns of doubtful character.....	\$4,000
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NORFOLK.

For shot beds and gun skids.....	\$2,500
For fitting up additional storehouse at magazine.....	2,500
For converting coal-house at St. Helena into gun-carriage shed	1,500
For fitting racks for arms and stores.....	1,200
For repairs of magazine buildings.....	3,000
	<u>10,700</u>

PENSACOLA.

For a new powder magazine	\$47,562
repairs of old magazine, to be used as a shell-house.....	1,132
	<u>48,694</u>

RECAPITULATION.

For Boston.....	\$2,000
For Philadelphia.....	600
For Washington	4,000
For Norfolk.....	10,700
For Pensacola.....	48,694
	<u>65,994</u>

BUREAU OF YARDS AND DOCKS, October 1, 1859.

No. 3.

Abstract or compendium of annual report from the Bureau of Ordnance and Hydrography, dated October 4, 1859.

Forwards estimates for ordnance; for hydrographical purposes and United States Naval Observatory; for the Naval Academy, and Nautical Almanac.

Reduction in estimate for ordnance purposes explained.

Buildings for preservation of ordnance stores and magazines, small amounts required to keep in order, &c.

Casting and fitting of shells for heavy guns, relating to.

Reports from squadrons and single ships exhibit proficiency in target practice, and in the preparation of ships for battle.

Necessity of a larger supply of saltpeter, and recommends an annual appropriation for same.

Explains decrease in estimates from United States Naval Observatory and Hydrographical office, additional force required in astronomical department.

Reports of superintendent of Naval Academy and board of examiners are of the most satisfactory character.

Commander of practice-ship reports great interest and zeal on the part of acting midshipmen. Screw steamer recommended for a practice-ship.

Small amount needed early for Nautical Almanac, &c.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

SIR: I have the honor to forward, herewith, estimates of the amounts supposed to be necessary to meet the expenditures required for the fiscal year ending June 30, 1861, for ordnance, and other articles connected with the armament of the navy; for hydrographical purposes and other objects under the immediate direction of the superintendent of the United States Naval Observatory and Hydrographical Office, for the Naval Academy, and for the Nautical Almanac.

The estimates for ordnance purposes are less than those for the previous year. This reduction is made in consequence of the completion of contracts for the heavy guns of Commander Dahlgren's pattern, which were ordered for the new steamers. These guns are all finished, and are being placed on board the vessels; but one of the steamers (the Wyoming) has made a trial trip, and the report from her commander, as far as he has been able to judge of her capacity to bear this heavy armament, is perfectly satisfactory.

A small amount is required to keep in order the magazines and buildings for ordnance purposes, as they have been nearly all completed. Estimates for this purpose have been furnished to the Bureau of Yards and Docks.

The casting and fitting of shells for the heavy guns still continues at the navy-yard, Washington, under the superintendence of the officer in charge of the ordnance department. They are found to be of the best and most reliable quality.

The reports from the commanders of squadrons and single ships give much satisfaction, and show an attention in the preparation of ships for battle, and increased proficiency in target practice highly creditable to the officers and men.

I deem it my duty again to call your attention to the necessity of having a larger supply of saltpeter. The 350,000 pounds on hand is a very limited supply to meet an emergency, and as it can only be obtained from abroad, it would be the part of wisdom to increase the quantity to at least three millions of pounds, as it does not deteriorate by keeping. I would respectfully recommend an annual appropriation of ten thousand dollars for the gradual increase of this very necessary article for the purposes of the navy.

The letter of the superintendent of the United States Naval Observatory and Hydrographical Office shows a decrease in the estimates for that branch of the service. The amount has been further reduced, as there is a large surplus from former appropriations, which will be sufficient, with the force employed, for the printing and publishing astronomical observations, sailing directions, and wind and current charts. The superintendent again earnestly recommends that a larger force be employed at the observatory, particularly in the astronomical department, and refers to his recommendations of March 3 and August 5, 1858.

The reports of the superintendent of the Naval Academy and board of examiners, who attended the last annual examination at that institution, are of the most satisfactory character; and the improvements recommended will enable the students to graduate with all the knowledge necessary to make them efficient and valuable officers.

The report from the commander of the practice-ship during the last summer's cruise shows the great interest and zeal of the acting midshipmen in qualifying themselves for the duties of seamen and navigators. I would again recommend a screw steamer in place of the sailing vessel now used for a practice-ship, as it is of paramount importance that the students should be practically acquainted with the marine engine, now being placed in nearly all of our cruising vessels.

The appropriation for the Nautical Almanac for the year ending June 30, 1860, having failed to pass at the last session, in consequence of the omission of the amount in the naval appropriation bill, when it was sent from the House of Representatives to the Senate, and there being only a sufficient sum on hand to meet expenditures under that head to the 1st of January next, a small amount will be required early in the session to conduct the work until the annual appropriation is made for the next fiscal year.

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

D. N. INGRAHAM,
Chief of the Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Estimate of appropriations under the cognizance of the Bureau of Ordnance and Hydrography, Navy Department, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.*	Appropriations for the fiscal year ending June 30, 1860.
For pay and contingent expenses of the bureau.....	\$13,090 00	.....	\$13,090 00
For pay of the navy.....	204,236 58	.....	153,541 00
For ordnance and ordnance stores.....	338,000 00	.....	563,000 00
For the purchase of nautical instruments.....	25,000 00	.....	25,000 00
For printing and publishing Sailing Directions.....	.....	.....	7,000 00
For publication of Wind and Current Charts.....	.....	.....	15,000 00
For contingent expenses and wages at the United States Naval Observatory (and erection of hose house).....	9,000 00	.....	6,000 00
For Naval Academy.....	57,096 00	.....	50,000 00
For Nautical Almanac.....	25,880 00	.....	.....
Total.....	672,352 58	.....	832,631 00

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 4, 1859.

D. N. INGRAHAM, Chief of the Bureau.

* There will be no "balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year."

Summary of the estimates from the Bureau of Ordnance and Hydrography, for the fiscal year ending June 30, 1861.

For what objects.	Amount estimated for year ending June 30, 1861.	Amount appropri- ated for year end- ing June 30, 1860.
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	20,300 00
C. For ordnance and ordnance stores.....	338,000 00	448,000 00
Special, for arming seven steam screw sloops-of-war.....		115,000 00
F. For the purchase of articles and incidental expenses connected with the Naval Observatory and Hy- drographical Office.....	34,000 00	53,000 00
G. For the pay of superintendent and officers on duty at the Naval Observatory and Hydrographical office.....	31,000 00	31,000 00
H. For the erection, repair, &c., of buildings, and for contingent expenses at the Naval Academy.....	57,096 00	50,000 00
I. For the pay of officers, &c., at the Naval Academy..	152,986 58	102,241 00
J. For Nautical Almanac.....	25,880 00	.....
Total.....	672,352 58	832,631 00

D. Statement of value of stores on hand, and values received and expended, from July 1, 1858, to June 30, 1859.

E. Statement of amount and cost of labor from July 1, 1858, to June 30, 1859.

K. Statement of contracts for the year ending June 30, 1859.

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 4, 1859.

A.

Estimate of the amount required for the support of the Bureau of Ordnance and Hydrography, for the year ending June 30, 1861.

For salary of chief of the bureau, per act of August 31, 1842, vol. 5, section 3, page 579.....	\$3,500
For salary one fourth-class clerk, per act of March 3, 1853, pamphlet edition of Laws, section 3, page 211.....	1,800
For salary of four second-class clerks, including draughtsman, 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
For salary of messenger, per act of August 31, 1842, vol. 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
For wages of one laborer, per joint resolution of August 18, 1856, pamphlet edition of Laws, page 145.....	600
	12,340
Appropriated for year ending June 30, 1860.....	\$12,340

Contingent Expenses.

For blank books, stationery, and for miscellaneous items.....	\$750
Appropriated for year ending June 30, 1860.....	<u>\$750</u>

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

B.

Estimate of pay required for officers proposed to be employed on ordnance duty, for the year ending June 30, 1861.

One captain, as inspector.....	\$2,800
One commander, as assistant inspector, charged with experiments in gunnery at the Washington navy-yard.....	2,500
Ten lieutenants, as assistant inspectors, at \$1,500.....	15,000
	<u>20,300</u>
Amount appropriated for the year ending June 30, 1850.....	<u>\$20,300</u>

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

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, 1861.

For cannon.....	\$30,000
For gun-carriages, rope, blocks, &c.....	30,000
For shells, and for fitting the same for service.....	50,000
For boat and field guns.....	17,500
For purchase of laboratory stores and making powder tanks...	60,000
For purchase of gunpowder.....	60,000
For labor at yards, besides that included above in cost of articles	70,000
For freight and transportation, printing, and contingent expenses of all kinds, for ordnance purposes.....	20,500
	<u>338,000</u>
Amount appropriated for year ending June 30, 1860.....	<u>\$563,000</u>

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

D.

Statement of cost, or estimated value, of stores on hand at the several navy-yards July 1, 1858; of articles received and expended from June 30, 1858, to June 30, 1859; and of those remaining on hand July 1, 1859, which are under the direction of the Bureau of Ordnance and Hydrography.

Navy-yards.	On hand July 1, 1858.	Receipts.	Expenditures.	On hand July 1, 1859.
Portsmouth	\$203,246 04	\$70,346 78	\$37,784 25	\$235,808 57
Boston	565,285 94	219,572 37	242,682 08	542,176 23
New York	630,527 15	480,234 94	375,604 69	735,157 40
Philadelphia	41,001 76	67,812 44	52,184 94	56,629 26
Washington	154,016 45	255,990 87	235,543 10	174,464 22
Norfolk	540,462 70	129,561 41	121,226 03	548,798 08
Pensacola	104,943 07½	4,126 32	6,235 08	102,834 31½
* Mare Island .....	.....	.....	.....	.....
On the lakes	38,746 48	.....	.....	38,746 48
Total	2,278,229 59½	1,227,645 13	1,071,260 17	2,434,614 55½

* No returns from Mare Island.

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 4, 1859.

E.

Statement of the number of days' labor, and cost thereof, from July 1, 1858, to July 1, 1859, 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	8,906	\$17,045 40	\$1 91
Boston	12,134	20,833 12	1 72
New York	9,161¾	13,441 95	1 47
Philadelphia	5,166½	10,056 67	1 94
Washington	51,734½	89,977 97	1 73
Norfolk	17,224	32,319 58	1 87
Pensacola	165	318 43	1 91
Mare Island	174½	499 95	2 87
Total	104,666¼	184,493 07	1 76

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 4, 1859.

OBSERVATORY, WASHINGTON,
August 30, 1859.

SIR: In obedience to your order of the 10th instant, I have the honor to submit herewith estimates, marked F and G, for the support of this office for the year ending June 30, 1861.

Last year the first item (charts and instruments) was increased \$5,000, owing to the increased number of vessels in service. This increase of vessels has gone ahead of estimates, making it necessary to ask for a larger amount to supply the navy with requisite charts and instruments than has been required for many years.

On the other hand, the unexpended balances for the publication of hydrographical surveys, astronomical observations, wind and current charts, &c., enable me to reduce the estimates in the aggregate for these items \$14,000.

The Potomac water has been introduced into the grounds. None of the buildings are fire-proof. For the safe-keeping and preservation of the hose, in case of fire, a separate building is necessary, for there is no place, except in the buildings themselves, where it can find shelter; and, if it were placed there, it probably could not, in case of fire, be reached. I have asked for an appropriation of \$1,500 for a hose-house.

The buildings require painting, with some repairs, in addition to those of ordinary wear and tear, hence the estimate under the fourth item is a little larger than it was last year.

But, notwithstanding the increase under these items, you will perceive that the aggregate sum now asked for is less than the appropriations for the year current call for by \$6,000.

These estimates are small, because the effective force employed is smaller than usual. I have here again to repeat what I have so often had occasion to mention concerning the insufficiency of the force employed here, and especially the astronomical part of it.

Superb instruments are lying idle, and exposed to injury from dust and rust, for the want of observers; and back work has accumulated for the want of computers. Professors of mathematics are the only navy officers that experience has shown it wise to employ on such duty; and this force has dwindled down from seven to three. Those who were formerly here are either so broken down in health as to be unable for work, or other duty has been assigned them.

I again renew my recommendations of March 3 and August 5, 1858, with regard to increasing the efficiency of this very useful corps.

I submit, also, estimates for the pay of officers and others who are actually employed at the observatory.

Respectfully, &c.,

M. F. MAURY, *Superintendent.*

Captain D. N. INGRAHAM,

Chief of the Bureau of Ordnance and Hydrography.

F.

Estimate of the amount required for the support of the United States Naval Observatory and Hydrographical Office, for the fiscal year ending June 30, 1861.

For the purchase of nautical instruments required for the use of the navy ; for repairs of the same, and also of astronomical instruments ; and for the purchase of nautical books, maps, and charts, and for backing and binding the same.....	\$25,000 00
For models, drawings, and copying ; for postage, freight, and transportation ; for keeping grounds in order ; for fuel and lights, and all other contingent expenses ; and for the wages of persons employed at the United States Naval Observatory and Hydrographical Office, viz: one instrument maker, two watchmen, and one porter.....	7,500 00
For the erection of hose-house.....	1,500 00
	<hr/>
	34,000 00
	<hr/> <hr/>
Amount appropriated for the year ending June 30, 1860..	53,000 00

D. N. INGRAHAM, *Chief of the Bureau.*
 BUREAU OF ORDNANCE AND HYDROGRAPHY,
 October 4, 1859.

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 fiscal year ending June 30, 1861, chargeable to the appropriation for "pay of the navy."

One commander, as superintendent.....	\$3,000 00
Ten lieutenants, at \$1,500 each.....	15,000 00
Six professors of mathematics.....	9,000 00
One assistant observer, (civil).....	2,500 00
One clerk, (civil).....	1,500 00
	<hr/>
	31,000 00
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Amount appropriated for year ending June 30, 1860.....	\$31,000 00

D. N. INGRAHAM, *Chief of the Bureau.*
 BUREAU OF ORDNANCE AND HYDROGRAPHY,
 October 4, 1859.

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 United States Naval Academy, for the year ending June 30, 1861.

For continuing and completing the removal of buildings from the center of the grounds, in accordance with a plan adopted by the bureau, and carried out in part...	\$20,300 00
For excavating new cellars and filling old ones.....	1,000 00
For the repairs of steam and gas works, and for re-arranging gas pipe to conform to new arrangements of quarters.....	2,000 00
For 760 feet of culvert for steam pipe at \$3 per foot.....	2,280 00
For grading and paving.....	1,000 00
For a drain pipe for the new quarters.....	900 00
For erecting porticoes to chapel and observatory.....	900 00
For models of spars for instruction in seamanship.....	300 00
For repairs of all kinds.....	7,000 00
	<hr/>
	35,680 00
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For the wages of the following persons:

1 assistant librarian.....	\$700 00
8 watchmen; 1 at \$1 62½ per day, and 7 at \$1 37½ per day each.....	4,116 00
1 messenger.....	312 00
1 attendant at recitation hall, at \$18 per month.....	216 00
1 attendant at laboratory, at \$18 per month.....	216 00
1 attendant at library, observatory, and chapel, at \$18 per month.....	216 00
1 foreman to superintend gas and steam works, at \$2 25 per day.....	821 25
2 attendants at gas apparatus, at \$1 25 per day each.....	912 50
2 attendants at steam apparatus, at \$1 25 per day each..	912 50
1 mechanic at workshop, at \$1 75 per day.....	638 75
1 general laborer to keep public grounds in order.....	500 00
1 cartman to drive and attend horse and cart, at \$1 per day.....	365 00
10 laborers to keep in order and attend students' quarters, and to assist in keeping the public grounds in order....	1,640 00
	<hr/>
	11,566 00
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Contingent expenses.

For materials for heating and lighting the establishment	\$3,950 00
For the purchase of books for library.....	2,000 00
For stationery, blank-books, and forms.....	500 00
For furniture and fixtures for public buildings.....	2,000 00
For incidental expenses and repairs in the astronomical and philosophical departments.....	400 00
For all other incidental expenses.....	1,000 00
	<hr/>
	9,850 00
	<hr/>
Total amount required for the Naval Academy, for the year ending June 30, 1861.....	57,096 00
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Amount appropriated for the year ending June 30, 1860..	\$50,000 00
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D. N. INGRAHAM, *Chief of the Bureau.*
BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

I.

Estimate of the amount required for the pay of officers and others proposed for duty at the United States Naval Academy for the fiscal year ending June 30, 1861, chargeable to the appropriation for the "Pay of the Navy."

1 superintendent, (captain).....	\$2,800 00
1 commandant of midshipmen, (commander).....	2,500 00
5 assistants for commandant of midshipmen, to aid in instructing in seamanship, naval tactics, practical gunnery, and for police duties, (lieutenants).....	7,500 00
1 surgeon.....	2,250 00
1 chaplain.....	1,500 00
1 professor of mathematics.....	1,500 00
1 " of astronomy and navigation.....	1,500 00
1 " of field artillery and infantry tactics.....	1,500 00
1 " of natural and experimental philosophy ...	1,500 00
1 " of ethics and English studies.....	1,500 00
1 " of the French language.....	1,500 00
1 " of the Spanish ".....	1,500 00
1 " of drawing and drafting.....	1,500 00
3 assistant professors of mathematics, (lieutenants)...	4,500 00
3 " of English studies, (1 lieutenant and 2 civil).	3,050 00
1 assistant professor of natural philosophy.....	1,000 00
1 " of French.....	1,000 00
1 secretary ..	1,250 00

1 clerk to superintendent.....	\$700 00
1 " to purser.....	500 00
300 acting midshipmen, as students.....	105,000 00
1 carpenter.....	795 58
1 teacher of the art of defense.....	700 00
1 gunner's mate.....	372 00
1 hospital steward.....	360 00
1 quarter gunner.....	312 00
1 coxswain, to attend boats.....	288 00
1 steward for acting midshipmen's mess.....	288 00
1 cook " " " ".....	216 00
2 seamen, one to assist gunner's mate and the other to keep mechanics' time, for police duties, &c.....	576 00
1 ordinary seaman, to attend at hospital.....	193 00
1 master of the band.....	312 00
6 musicians of the first class.....	1,512 00
5 " " second class.....	1,080 00
1 drummer } payable from appropriation for marine 1 fifer } corps.....	432 00
Total.....	152,986 58
Amount appropriated for year ending June 30, 1860....	102,241 00
Excess.....	50,745 58

Difference reconciled as follows :

Increase to one assistant to commandant of midshipmen—an older lieutenant ordered.	\$450 00
1 additional assistant in mathematical de- partment.....	1,500 00
Increase to one assistant in English depart- ment, lieutenant in place of master.....	50 00
1 instructor in the art of defense.....	700 00
1 carpenter.....	795 58
135 additional acting midshipmen, at \$350....	47,250 00
	<u>\$50,745 58</u>

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

J.

*Estimate of the amount required for the American Ephemeris and
Nautical Almanac, for the fiscal year ending June 30, 1861.*

For salaries of computers.....	\$16,250 00
For purchase of paper, printing, &c., in order to publish in the year 1861 the Nautical Almanac required for the year 1864, and for occasional printing, stationery, books, binding, &c.....	3,630 00

SECRETARY OF THE NAVY.

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For the new planets discovered since 1849.....	\$3,000 00
For printing tables.....	1,000 00
For extra editions of volumes already published.....	800 00
Clerk	500 00
Contingents, including rent of office, servant hire, fuel, &c., &c.....	700 00
	<hr/>
	25,880 00
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The amount estimated for the year ending June 30,
1860, but no appropriation was made \$26,880 00

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

K.

Statement of contracts entered into by the Bureau of Ordnance and Hydrography, during the year ending June 30, 1859.

Names of contractors.	Articles contracted for.	Place of delivery.	Date of contract.	Expiration of contract.	Price per pound.	Amount of contract.
Joseph R. Anderson	Nine-inch shell-guns.....	Philadelphia.....	July 3, 1858	Nov. 1, 1858	\$0 07½	\$13,965 25
Cyrus Alger & Co.....	do.....	Charlestown, Mass., and Gosport, Va.....	July 19, 1858	Jan. 1, 1859	7½	20,250 00
E. J. Du Pont de Nemours & Co... W. R. Swift, president, &c.....	Cannon and musket-powder..... do.....do.....	Gosport magazine..... Brooklyn magazine.....	July 28, 1858 Aug. 3, 1858	Oct. 1, 1858 do.....do.....	18 18	18,000 00 18,000 00
A. G. Hazard, president, &c..... E. J. Du Pont de Nemours & Co.....	do.....do..... do.....do.....	Charlestown magazine..... New York.....	Aug. 14, 1858 Feb. 24, 1859	do.....do..... June 1, 1859	18 18	18,000 00 18,000 00

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 4, 1859.

D. N. INGRAHAM, *Chief of the Bureau.*

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REPORT OF THE

No. 4.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, &c.,
November 30, 1859.

SIR: I have the honor to transmit herewith two copies of the annual estimates called for by your letter of the 4th August, 1859, accompanied by a report, with an abstract of the same.

I am, respectfully, your obedient servant,

JOHN LENTHALL,
Chief of the Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION,
November 30, 1859.

SIR: In compliance with your instructions, it is respectfully submitted that, for the fiscal year ending the 30th of June, 1861, the sum of three millions one hundred and forty-eight thousand six hundred and eighty dollars will be required for the pay of officers and men, in order that the number authorized by law may be kept afloat.

For the repairs, equipment, and maintenance of the ships of the navy, which are building and afloat, the sum of two millions five hundred and twenty-three thousand dollars.

For fuel for the navy, with the transportation and other expenses thereon, the sum of eight hundred and forty thousand dollars.

For the purchase of hemp and cordage, the sum of three hundred thousand dollars.

The increase in the estimate of pay of officers and men arises from the increased number of officers employed afloat, and the large addition of engineers, firemen, coal heavers, &c., at high rates of pay, rendered necessary by the greater number of steam vessels, and more especially of the smaller classes, that will be kept in commission.

The appropriation for repairs, equipment, &c., is for the purchase of materials and stores, the execution of the work necessary to keep the ships of the navy afloat, in an efficient state, and to preserve those on the stocks.

The sailing vessels of the navy are from fifteen to thirty-five years old, and require a large expenditure to keep them in a proper condition. These vessels, at the time of their construction, were as formidable as any ships of the same class in foreign services, but they cannot now compete with the modern steamers of a much smaller class.

Of the sailing sloops-of-war, four of the smallest have been in service for twenty-one years, and cannot be made efficient ships-of-war without incurring great cost, which could be more advantageously expended in their transformation into steam vessels of small class and of light draft of water. These vessels are not of sufficient capacity to be used for permanent storeships on foreign stations, but some of the larger sailing sloops-of-war, which now require extensive repairs, could be

converted into storeships, which are much needed at several points. In order to keep the authorized number of men afloat, and to have proper relief for the ships of the several squadrons, these sloops-of-war must be kept in a seaworthy condition, and they cannot be set aside until more suitable vessels shall be provided to take their places.

The sailing frigates of the navy now afloat were commenced some thirty years ago, and the two that remained longest on the stocks were launched in 1856. There is much material in these ships that is valuable, while in place, but they cannot be repaired as frigates, to bear an armament equal to the steam frigates in our own or other services. Two of the ships of this class have been converted into heavily armed spar-deck sloops-of-war. The heavy guns which they can thus be made to carry, the greater comfort of the crew, and their ability to keep at sea for a longer time, compensate in a great measure for the disadvantages under which they labor in comparison with steam vessels; while a navy, composed of steam vessels, would be more efficient and more costly, still, in many instances, heavily armed sailing vessels can be usefully and economically employed.

On the list of the navy are eleven ships-of-the-line, of which four are on the stocks. The live-oak frames of those afloat are represented to be in good condition, and, like the frigates, there is much material which is valuable, while kept in place, but owing to the change which is progressing in our own and other navies in the armament, as well as the introduction of steam, these ships will never be used as sailing ships-of-the-line. They can, however, be converted into formidable auxiliary steamships by razeecing. The Pennsylvania could thus be converted into a steam frigate with a light spar-deck, and the Columbus into a spar-deck sloop. There is every reason to suppose that these ships would possess good nautical qualities, and the Columbus is known to have been a superior vessel in that respect.

The appropriation for the repairs and equipment of vessels was so much reduced by Congress for the present fiscal year that it has not admitted the usual contracts to be made for timber, and the constant repairs which ships afloat require will absorb the greater portion, if not all of the present supply, of oak, and a large portion of the pine. From this cause, the repairs of the succeeding year must be executed with green timber, and thus, in addition to the rapid decay attending steam vessels, will be added that arising from the use of unseasoned materials. Unless some store of timber is provided, from which the current wants can be supplied and new ships be built, the expense of maintaining the navy must be greater than would otherwise be necessary.

The appended list will show what vessels have been repaired, and have had work executed on them during the fiscal year ending June 30, 1859:

AT KITTERY, MAINE.

Frigates Constitution, Santee.
Sloops Portsmouth, Jamestown, Dale.
Steamers Franklin, Mohican.

BOSTON.

Sloops Constellation, Levant.
 Steamers Roanoke, Colorado, Hartford, Narragansett, Pensacola,
 Seminole, Mohican.
 Brig Dolphin.
 Storeship Release.
 Receiving-ship Ohio.

NEW YORK.

Frigate Sabine.
 Razee sloop Savannah.
 Sloops St. Louis, Falmouth.
 Steamers Wabash, Niagara, San Jacinto, Susquehannah, Brooklyn,
 Iroquois, Harriet Lane, Wyandott, Mohawk, Sumpter, Mystic.
 Storeships Relief, Release, Supply.
 Receiving-ship North Carolina.

PHILADELPHIA.

Frigates Congress, St. Lawrence.
 Steamers Lancaster, Richmond, Wyoming, Crusader, Pawnee, Ana-
 costia.
 Receiving-ship Princeton.

WASHINGTON.

Sloop Plymouth.
 Steamers Fulton, Water Witch, Arctic, Anacostia.

GOSPORT, VIRGINIA.

Sloops Cyane, John Adams, Plymouth, Preble.
 Steamers Richmond, Lancaster, Dacotah, Crusader, Fulton, Despatch,
 Water Witch.
 Receiving-ship Pennsylvania.
 Coast-survey ships Hetzel, Crawford.

WARRINGTON, FLORIDA.

Sloops Saratoga, Savannah.
 Steamers Fulton, Despatch, Seminole, Pensacola, Metacomet, Arctic.
 Coast-survey vessels Vixen, Walker.

MARE ISLAND, CALIFORNIA.

Sloops Vandalia, St. Mary's.
 Steamers Saginaw, Massachusetts, John Hancock.
 Storeship Warren.
 Schooner Fenimore Cooper.
 Light-house vessel Shubrick.

I have the honor to be, very respectfully, your obedient servant,
 JOHN LENTHALL,
Chief of Bureau.

Hon. ISAAC TOUCEY,
Secretary of Navy.

Abstract of report of Bureau of Construction.

Reason for increase of pay for officers and men.

Some of the sloops-of-war could be advantageously converted into steam vessels of a smaller class.

Sailing frigates into spar-deck sloops-of-war.

Ships-of-the-line into formidable auxiliary steam ships, by razeeing.

Propriety of providing a supply of material for repair.

A.

Estimate of the amount required for the expenditures of the Bureau of Construction, Equipment and Repair, for the fiscal year ending June 30, 1861.

For salary of chief of bureau, per act August 31, 1842, vol. 5, section 3, page 579, and act of March 3, 1855, vol. 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 March 3, 1853, vol. 10, page 210.....	1,800 00
For salary of seven clerks, (2d class,) per act March 3, 1853, vol. 10, page 210, and April 22, 1854, page 270.....	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, vol. 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 the engineer-in-chief, per act of August 18, 1856.....	1,200 00
	<hr/>
	21,340 00

Contingent expenses.

For blank-books, binding, stationery, and miscellaneous items.....	800 00
	<hr/>
	22,140 00
	<hr/> <hr/>

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, 1861.

Appropriation for the fiscal year ending June 30, 1860....	\$3,056,635
Estimate for the fiscal year ending June 30, 1861.....	3,148,680

NOTE.—The increase arises by the larger proportion of men at higher rates, and the great number of steam vessels, particularly those of a small class, that will be kept in commission.

C.

Estimate of the amount required for objects under the direction of this bureau, payable from the appropriation for construction, equipment, and repairs, 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, 1861.

Objects.	Appropriation for the fiscal year ending June 30, 1860.	Objects.	Estimate for the fiscal year ending June 30, 1861.
Construction, &c.....	\$1,000,000	Construction, &c.....	\$2,523,000
Fuel for the navy	600,000	Fuel for the navy	840,000
Purchase of hemp and other materials for the navy.....	300,000	Purchase of hemp and other materials for the navy.....	300,000
Payment of the charter or purchase of vessels for the Parag- uay expedition.....	289,000		
Seven screw sloops and one side-wheel steamer.....	674,000		
	2,863,000		3,663,000

NOTE.—The difference between the present estimate and the amount appropriated for the fiscal year ending June 30, 1860, is occasioned by the reduction made by Congress from the estimate for that year.

D.

*Estimate of the amount required for the expenditures under the head
"enumerated contingent," for the fiscal year ending June 30, 1861.*

Appropriation for the fiscal year ending June 30, 1860.....	\$350,000
Estimate for the fiscal year ending June 30, 1861.....	350,000
	<hr/> <hr/>

Recapitulation of Estimates.

CIVIL.

Salaries.....	\$21,340
Contingent.....	800
	<hr/> <hr/>

NAVY.

Pay of the navy.....	\$3,148,680
Construction, equipment, &c.....	2,523,000
Fuel for the navy.....	840,000
Hemp and other materials for the navy.....	300,000
Contingent enumerated.....	350,000
	<hr/> <hr/>

*Estimate of appropriations under the control of the Bureau of Construction, Equipment, &c., Navy Department,
required for the service of the fiscal year ending June 30, 1861.*

Heads of appropriations.	Estimate of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimate of the balances of appropriations unexpended on the 30th of June, 1860, which may be applied to the service of the next fiscal year.*	Appropriations for the fiscal year ending June 30, 1860.
Civil and contingent expenses of the bureau.....	22,140 00		22,140 00
Pay of the navy.....	3,148,680 00		3,930,439 00
Construction, equipment, and repair.....	2,523,000 00		1,000,000 00
Seven screw sloops and one side-wheel steamer.....			674,000 00
Fuel for the navy.....	840,000 00		600,000 00
Contingent enumerated.....	350,000 00		350,000 00
Purchase of hemp and other materials for the navy.....	300,000 00		300,000 00

*It is believed there will be no balance of unexpended appropriations of June 30, 1860, that will apply to the service of the next fiscal year.

E.

Vessels in commission belonging to the navy, on October 1, 1859.

Name of vessel.	Guns.	Where built.	Date.	Sailed.	What station.
<i>Ships-of-the-line.</i>					
Pennsylvania.....	120	Philadelphia.....	1837	.....	Receiving ship, Norfolk.
North Carolina.....	84	.....do.....	1820	.....	Do New York.
Ohio.....	84	New York.....	1820	.....	Do Boston.
<i>Frigates.</i>					
Congress.....	50	Kittery.....	1841	Aug. 4, 1859	Brazil squadron.
Sabine.....	50	New York.....	1855	June 29, 1859	Home squadron.
<i>Sloops-of-war.</i>					
Savannah.....	24	New York, rebuilt.....	1856	Aug. 21, 1859	Home squadron.
Constellation.....	22	Gosport, rebuilt.....	1854	July 19, 1859	African squadron.
Macedonian.....	22	Gosport.....	1836	June 3, 1858	Mediterranean squadron.
Portsmouth.....	22	Kittery.....	1843	May 23, 1859	African squadron.
St. Mary's.....	22	Washington.....	1844	Oct. 14, 1853	Pacific squadron.
Jamestown.....	22	Gosport.....	1844	Sept. 23, 1858	Home squadron.
Germantown.....	22	Philadelphia.....	1846	Aug. 14, 1857	East India squadron.
Saratoga.....	20	Kittery.....	1842	May 13, 1859	Home squadron.
John Adams.....	20	Gosport, rebuilt.....	1831	June 1, 1859	East India squadron.
Vincennes.....	20	New York.....	1826	Nov. 20, 1857	African squadron.
Vandalia.....	20	Philadelphia.....	1828	Dec. 1, 1857	Pacific squadron.
St. Louis.....	20	Washington.....	1828	Jan. 17, 1859	Home squadron.
Cyane.....	20	Boston.....	1837	Sept. 20, 1858	Pacific squadron.
Levant.....	20	New York.....	1837	June 5, 1859	Do.
Marion.....	16	Boston.....	1839	April 6, 1858	African squadron.
Preble.....	16	Kittery.....	1839	June 4, 1859	Home squadron.
Plymouth.....		Boston.....	1843	.....	School ship, Annapolis.

<i>Brigs.</i>					
Bainbridge	6	Boston.....	1842	May 18, 1858	African squadron.
Perry	6	Gosport.....	1843	Feb. 16, 1858	Brazil squadron.
Dolphin	4	New York.....	1836	Oct. 15, 1858	Do.
<i>Schooner.</i>					
Fenimore Cooper.....	3	Purchased.....	1852		Surveying in Pacific.
<i>Storeships.</i>					
Relief.....	2	Philadelphia.....	1836	Aug. 1, 1859	For Aspinwall.
Release.....	1	Purchased.....	1855	Aug. 26, 1859	Brazil squadron.
Supply.....	4	.....do.....	1846	Sept. 6, 1859	African squadron.
<i>Permanent store and receiving ships.</i>					
Independence.....		Boston.....	1814		Store and receiving ship, Mare Island.
Warren.....		...do.....	1816		Coal ship, at Panama.
Princeton.....		Gosport, rebuilt.....	1851		Receiving ship, Philadelphia.
Alleghany.....		Pittsburg, Pennsylvania.....	1847		Do Baltimore.
Fredonia.....		Purchased.....	1846		Stationed at Valparaiso.
<i>Steamers.</i>					
Merrimack	40	Boston.....	1855	Oct. 17, 1857	Pacific squadron.
Roanoke	40	Gosport.....	1855	Sept. 2, 1858	Home squadron.
Wabash.....	40	Philadelphia.....	1855	June 1, 1858	Mediterranean squadron.
San Jacinto	13	New York.....	1850	July 23, 1859	African squadron.
Lancaster	18	Philadelphia.....	1858	June 8, 1859	Pacific squadron.
Brooklyn.....	14	New York.....	1858	Nov. 7, 1859	Home squadron.
Hartford.....	14	Boston.....	1858	June 20, 1859	East India squadron.
Mississippi.....	10	Philadelphia.....	1841	Aug. 19, 1857	Do.
Powhatan.....	9	Gosport.....	1850	Dec. 10, 1857	Pacific squadron.
Saranac.....	6	Kittery.....	1848	Oct. 9, 1857	Do.
Wyoming.....	6	Philadelphia.....	1858	Oct. 5, 1859	Do.
Mohican.....	6	Kittery.....	1858		African squadron.
Water Witch.....	1	Washington.....	1845	Nov. 22, 1859	Home squadron.
Michigan.....	1	Eric, Pennsylvania.....	1844		Lakes.
Mystic.....	5	Purchased.....	1859	Sept. 3, 1859	African squadron.

E—Continued.

Name of vessel.	Guns.	Where built.	Date.	Sailed.	What station.
<i>Steamers—Continued.</i>					
Sumpter	5	Purchased.....	1859	Sept. 3, 1859	African squadron.
Wyandott.....	5	.....do.....	1859	Nov. 11, 1859	Home squadron.
Mohawk.....	5	.....do.....	1859	Oct. 1, 1859	Do.
Crusader.....	8	.....do.....	1859	Oct. 7, 1859	Do.
Anacostia.....		.....do.....	1859	.....	Transport.
Pulaski.....		.....do.....	1859	Dec. 23, 1858	Brazil squadron.
Narragansett.....		Boston.....	1858	Nov. 11, 1859	Do.

F.

Vessels in ordinary, repairing, equipping, &c.

Name of vessel.	Guns.	Where built.	Date.	Station.
<i>Ships-of-the-line.</i>				
Columbus.....	84	Washington	1819	Gosport.
Delaware	84	Gosport	1820	Gosport.
Vermont.....	84	Boston	1848	Boston.
<i>Frigates.</i>				
Constitution	50	Boston	1797	Kittery.
United States.....	50	Philadelphia	1797	Gosport.
Potomac	50	Washington	1821	New York.
Brandywine	50	Washington	1825	New York.
Columbia.....	50	Washington	1836	Gosport.
Raritan	50	Philadelphia	1843	Gosport.
St. Lawrence.....	50	Gosport	1847	Philadelphia.
Santee	50	Kittery	1855	Kittery.
<i>Sloops-of-war.</i>				
Cumberland	24	Rebuilt, Boston....	1842	Kittery.
Falmouth	20	Boston.....	1827	New York.
Dale	16	Philadelphia	1839	Kittery.
Decatur	16	New York.....	1839	Mare Island.
<i>Steamers.</i>				
Niagara.....	12	New York.....	1855	New York.
Minnesota	40	Washington	1855	Boston.
Colorado	40	Gosport	1855	Boston.
Pensacola	16	Warrington	1858	Warrington.
Richmond.....	14	Gosport	1858	Gosport.
Pawnee	3	Philadelphia	1858	Philadelphia.
Susquehanna.....	15	Philadelphia	1850	New York.
John Hancock.....	2	Boston	1850	Mare Island.
Iroquois	6	New York.....	1858	New York.
Dacotah	6	Gosport	1858	Gosport.
Seminole	3	Warrington	1858	Warrington.
Saginaw		Mare Island.....	1858	Mare Island.
Despatch.....		Purchased	1855	Gosport.
Fulton.....	5	New York.....	1837	Warrington.

G.

Vessels on the stocks and in progress of construction, October 1, 1859.

SHIPS-OF-THE-LINE.

Alabama.....	Kittery.
Virginia.....	Boston.
New York.....	Gosport.
New Orleans.....	Sackett's Harbor.

AUXILIARY STEAM FRIGATES.

Franklin.....	Kittery.
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STEAMERS.

Stevens's iron steamer.....	Hoboken, N. J.
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II.

Abstract statement, showing receipts and expenditures during the fiscal year ending June 30, 1859, and the value of all stores on hand at the various navy-yards on the 1st day of July, 1859.

Yards.	On hand July 1, 1858.	Received.	Expended.	On hand July 1, 1859.
Portsmouth.....	\$730,966 61	\$232,661 37	\$231,588 25	\$732,039 73
Boston	1,628,164 99	850,364 70	857,679 64	1,620,850 05
New York	1,414,152 68	756,326 38	704,084 74	1,466,394 32
Philadelphia.....	529,225 39	326,556 72	295,627 15	560,154 36
Washington	458,482 10	658,174 30	753,183 43	363,472 97
Norfolk	1,539,826 60	398,461 42	379,339 13	1,558,948 89
Warrington	332,845 84	131,228 17	154,445 92	309,628 09
Total.....	6,633,664 21	3,353,773 06	3,375,948 26	6,611,489 01

I.

Statement of the number of days' labor and its cost from the 1st July, 1858, to the 30th June, 1859, 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.	Number of days' labor.	Cost of labor.	Average per diem.
Kittery.....	99,088 $\frac{1}{2}$	\$187,405 32	\$1 82 $\frac{3}{16}$
Charlestown	146,632 $\frac{1}{2}$	250,228 16	1 71
Brooklyn	347,371 $\frac{1}{2}$	638,914 44	1 83 $\frac{1}{4}$
Philadelphia.....	269,016	495,035 65	1 84
Washington.....	119,575 $\frac{1}{2}$	210,141 49	1 75 $\frac{3}{4}$
Gosport	290,885 $\frac{3}{4}$	531,592 43	1 82 $\frac{7}{16}$
Warrington.....	64,321	148,142 60	2 30 $\frac{3}{16}$
Total	1,336,981	2,461,460 09	1 85

Bills paid by the Bureau of Construction, &c., under "contingent," for the fiscal year ending June 30, 1859.

Freight, demurrage, and wharfage.....	\$18,013 99
Transportation of officers and men.....	12,833 78
Attendance on steamer Susquehanna at quarantine.....	11,903 67
Pilotage	8,370 26
Printing.....	6,012 29
Hardware	1,117 24
Salaries.....	974 40
Rent.....	795 00
Stationery.....	626 22
Candles and soap.....	385 43
Wood	311 61
Foreign postage and telegraphing.....	202 27
Labor.....	192 08
Brass tubes for steam engine in yard.....	121 10
Books and binding.....	120 48
Furniture.....	105 81
Coal.....	76 55
Docking	40 00
Ice.....	26 93
Bagging for hemp.....	13 12
Teaming.....	10 50
Making ensigns.....	7 56
Health officer.....	6 00
	62,266 29

NAVY DEPARTMENT,

Bureau of Construction, &c., November 30, 1859.

SIR: In compliance with the act of 3d March, 1843, I respectfully transmit herewith duplicate abstracts of offers to furnish materials for the navy, coming under the cognizance of this bureau, exhibiting in scales from No. 1 to 12, inclusive, as well those which were rejected as those accepted between the 23d November, 1858, (date of last report,) and the 30th November, 1859; and in conformity with the act of 21st April, 1808, I also transmit a duplicate list of articles under contract made during the same period.

Very respectfully, your obedient servant,

JOHN LENTHALL,

Chief of the Bureau.

Hon. ISAAC TOUCEY,

Secretary of the Navy.

No 1.

Scale of offers to furnish new boilers for the United States steamer San Jacinto, under advertisement from the Bureau of Construction, &c., of November 9, 1858.

No.	Names of bidders.	Rate per pound.
1	Quintard & Whitney	9½ cents.
2	James Murphy & Co.....	9* " "
3	Richard Norris & Son.....	12 " "
4	Wm. L. Ellis & Bro.....	12¼ " "
5	John H. Dialogue.....	11¾ " "
6	Edward Farron.....	9¼ and 9½ cents.
7	Novelty Iron Works.....	10¼ " "
8	Michael Murphy, Neptune Iron Works.....	12 " "
9	Reaney, Neale & Co.....	11 " "
10	James Fellow.....	11½ " "
11	Thomas Cunningham.....	9½ " "

No. 2.

Scale of offers to furnish timber at the navy-yard, Philadelphia, under advertisement from the Bureau of Construction, &c., of November, 27, 1858.

Number.	Bidders.	76,000 feet yellow pine.	Three white pine masts.	5,000 cubic feet of white oak plank, stock logs.
1	John Brown.....			\$1,850 00
2	James S. Garrison, jr.....			2,587 50
3	Daniel S. Grice.....			1,925 00
4	D. Risley	*\$2,052		
5	Samuel Patterson.....			1,725 00
6	Shryock, Johnson & Co.....	2,128	*\$297	*1,624 00
7	William M. Shakespeare.....			1,950 00
8	C. V. Williams.....			1,900 00
9	C. P. Morton & Co.....			3,000 00
10	E. H. Herbert.....	2,242		1,975 00
11	George W. Pete.....			1,975 00
12	John F. Argyle.....	2,185		1,875 00

* Accepted.

No. 3.

List of offers for building steam engines for the United States steamer Saginaw, building at the navy-yard, Mare island, California, under advertisement by the navy agent at San Francisco, of August 29, 1858.

No.	Bidders.	Amount bid.
1	Peter Donahue.....	*\$72,495
2	Ira P. Rankin.....	73,000
3	Paul Forquet.....	76,180
	Charles R. Stiger.....	
	Samuel Astken.....	
4	A. E. Austen.....	95,000
	T. A. Monkhouse.....	
4	James Pollock.....	

No. 4.

Scale of offers to furnish lanterns for the navy, under advertisement from the Bureau of Construction, &c., of April 15, 1859.

No.	Bidders.	Amount bid.
1	Sturdivant & Brothers.....	\$6,059 12
2	William Porter.....	5,710 50
3	Han's J. Hansen.....	5,786 50
4	Daniel D. Miller.....	*5,615 00
5	Brooklyn Flint Glass Company.....	5,759 45

* Accepted.

No. 5.

Scale of offers to furnish anthracite coal for the navy, under advertisement from the Bureau of Construction, &c. of May 25, 1859.

No.	Bidders.	Amount.	Description.
1	Harry Conrad.....	\$63,750	Buck Mountain.
2	Samuel H. Rothermel.....	58,050	Black Heath.
3	Diller Luther.....	55,950	Do.
4	Charles Simmekson.....	58,500	Do.
5	Henry W. Nagle.....	58,500	Do.
6	Charles L. Bacon.....	54,150	Black Heath or Buck Mountain.
7	Alexander Convery.....	51,900	Black Heath.
8	Seth Caldwell, jr.....	54,000	Do.
8	.....do.....	63,750	Buck Mountain.
9	Sharp, Leisenring & Co.....	63,750	Do.
10	George P. Tyler.....	58,350	Black Heath.
11	Horace E. Browne.....	48,750	Do.
11	.....do.....	53,500	Buck Mountain.
12	Charles A. Hecksher.....	56,250	Black Heath.
13	James Day.....	63,750	Treverton coal.
14	George P. Nevin.....	54,000	Broad Mountain Schuylkill coal.

No. 6.

Scale of offers to furnish materials for the Navy, at the navy-yard, Kittery, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 3.	Class 14.	Class 15.	Class 21.	Class 22.	Class 23.	Class 25.	Class 27.
		White oak promiscuous timber.	White oak oars.	White oak staves and heading.	Iron.	Spikes and nails.	Lead, zinc, and tin.	Hardware.	Paints, oils, &c.
1	Nathaniel W. Coffin.....								
2	William H. Shaffer.....		*\$175 00	*\$317 50					
3	William Lang.....		187 50						\$1,619 75
4	Samuel P. Brown.....	*\$1,080 00			*\$555 50	\$150 50	\$295 50	(†)	*\$973 75
5	George W. Lawrence.....			340 00					\$1,028 00
6	Jos. R. Anderson & Co.....				580 00	*112 75			
7	Thomas Mount.....	1,800 00			669 00				
8	John P. Lyman.....								
9	Southard Herbert & Co.....				581 75	161 75			
10	William White.....	1,500 00							
11	Sturdivant & Brother.....								
12	William A. Wheeler.....				748 00	145 10	*284 80	\$1,266 75	988 75
13	George Frost.....								
14	Abraham Q. Wendell.....								
15	Charles C. Harney.....					127 75	293 50	*1,080 50	1,005 00
16	H. H. Coats.....	2,000 00	500 00	380 00					
17	Andrew D. Gerrish.....								
18	Spaulding & Parrott.....								
19	Jos. H. Foster.....				1,805 00	597 00	309 00	1,352 17	
20	James R. Pugh.....								
21	James Larrabee.....								
22	John H. Broughton.....		225 00						
23	A. W. Trussell.....	1,900 00	212 50	730 00					

* Accepted.

† Offer No. 3, of William Lang, for class 25, informal, offers for part of the class.

‡ Offer No. 23 informal; received too late.

No. 6—Continued.

No.	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.	Ship chandlery.	Stationery.	Fire-wood.
1	Nathaniel W. Coffin.....		\$501 50	\$290 70					
2	William H. Shaffer.....								
3	William Lang.....				\$267 50	*\$1,137 00			
4	Samuel P. Brown.....								
5	George W. Lawrence.....								
6	Jos. R. Anderson & Co.....								
7	Thomas Mount.....								
8	John P. Lyman.....								
9	Southard Herbert & Co.....					1,156 50			
10	William White.....								
11	Sturdevant & Brother.....	\$385 00	590 00	135 34	*237 50	1,223 50	*\$705 60		
12	William A. Wheeler.....							*\$265 49	
13	George Frost.....								*\$169 76
14	Abraham Q. Wendell.....	*273 00		*98 80	283 00	1,264 50	748 34		
15	Charles C. Harney.....							267 00	
16	H. H. Coats.....								
17	Andrew D. G. rrish.....		560 00						
18	Spaulding & Parrott.....								
19	Jos. H. Foster.....							275 69	
20	James R. Pugh.....		*388 00						
21	James Larrabee.....		411 90						
22	John H. Broughton.....								
23	A. W. Trussell.....								

* Accepted.

No. 7.

Scale of offers to furnish materials for the Navy, at the navy-yard Charlestown, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 21.	Class 22.	Class 23.	Class 25.	Class 27.	Class 28.	Class 29.	Class 30.
		Iron.	Spikes and nails.	Lead, zinc, tin.	Hardware.	Paints, oils, &c.	Flax canvas.	Cotton canvas.	Flax and cotton twine.
1	Nathaniel W. Coffin.....					\$2,127 50			*\$74 50
2	William E. Hooper.....							*\$3,478 75	
3	William H. Shafer.....					1,996 16			
4	William Lang.....	\$2,813 25	\$353 50	\$866 50		2,630 15			
5	Arthur Caswell.....								
6	F. Zantzinger.....								
7	Frothingham, Fisher & Co.....					1,824 31			
8	William Matthews.....						\$6,305 00		
9	William Brand & Co.....						*6,158 00		
10	H. T. Marsh.....								
11	Speane & Burke.....								
12	George W. Lawrence.....	2,790 00	407 75						
13	Joseph R. Anderson & Co.....	2,098 50							
14	King & Burchell.....								
15	Southard, Herbert & Co.....								
16	S. & E. Knight.....								
17	Sturdivant & Brother.....	3,687 25	438 80	962 00	\$1,420 19	1,946 70			86 00
18	William A. Wheeler.....								
19	Horton, Hall & Co.....	*2,634 00	*234 00	*774 00	*991 43	*1,765 15			113 00
20	James Gallagher.....								114 00
21	Walden Porter.....		494 25						
22	James R. Pugh.....								
23	Abraham Cutter.....								

* Accepted.

No. 7.—Continued.

No.	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, and rosin.	Tallow, soap, and oil.	Ship chandlery.	Stationery.	Firewood.
1	Nathaniel W. Coffin.....			\$404 75	\$592 35	*\$1,476 50	\$1,639 00			\$229 50
2	William E. Hooper.....									
3	William H. Shaffer.....									
4	William Lang.....				738 60	1,713 00	1,674 50			
5	Arthur Caswell.....									250 50
6	F. Zautzinger.....					2,935 00				
7	Frothingham, Fisher & Co.....									
8	William Matthews.....				571 75					
9	William Brand & Co.....									
10	H. T. Marsh.....								\$311 02	
11	Speane & Burke.....						1,607 00			
12	George W. Lawrence.....									
13	Joseph R. Anderson & Co.....									
14	King & Burchell.....			270 50	644 45					
15	Southard, Herbert & Co.....						1,653 25			
16	S. & E. Knight.....									*218 50
17	Sturdivant & Brother.....			192 50	540 10	1,743 80	1,849 00	\$712 90		
18	William A. Wheeler.....								423 16	
19	Horton, Hall & Co.....	*\$4,722 00	\$276 00	*178 25	*531 75	1,617 50	*1,577 25	*610 80		
20	James Gallagher.....									
21	Walden Porter.....									
22	James R. Pugh.....		*249 60							
23	Abraham Cutter.....								*221 37	

* Accepted.

No. 8.

Scale of offers to furnish materials for the Navy, at the navy-yard, Brooklyn, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 6.	Class 10.	Class 11.	Class 12.	Class 13.	Class 14.	Class 15.	Class 16.	Class 18.	Class 21.	Class 22.	Class 23.	Class 25.
		Yellow pine plank stock logs.	White pine.	Ash, cypress, and white oak boat-boards.	Black walnut and cherry.	Locust.	White ash oars, hickory bars and butts.	White oak staves and heading.	Black spruce.	Lignumvita.	Iron.	Spikes and nails.	Lead, zinc, and tin.	Hardware.
1	Joseph L. Savage										\$3,638 00	\$698 00	\$1,546 50	
2	Nathaniel W. Coffin													
3	Jas. Armstrong	\$3,725 00												
4	Jos. Temple	3,800 00												
5	William E. Hooper													
6	William H. Shaffer													
7	William Lang													
8	Daniel S. Grice	3,250 00	\$6,316 00	\$751 50			\$652 00	\$600 00		\$285 00	3,687 25	673 35	1,577 25	
9	Frederick S. Bletz		5,925 00	709 00	(+)	*\$95 00								
10	Samuel P. Brown	2,950 00	6,755 00											
11	Louis O. Southreraid			*50 00			*246 00			*\$313 00				
12	Nathan Lane													
13	W. W. Campbell		*5,285 00											
14	Edmund Jones													
15	Jos. W. Delano													\$1,882 95
16	John H. Bowie & Co.													
17	Theodore Mosher			758 00										
18	William Matthews													
19	Shryock & Co.	3,300 00	6,258 00	838 00	\$132 00	125 00		382 50						
20	William Brand & Co.													
21	Zeno Secor											631 10		
22	H. J. Hansen													
23	George W. Lawrence		6,300 00								3,857 50	*562 00		
24	Jos. R. Anderson										4,331 00			
25	Thos. Mount					125 00								
26	Southard, Herbert & Co.													
27	R. M. Nichols									*115 00				
28	William White	3,200 00												

29	H. N. Easby.....		5,287 00										
30	W. D. Kennedy.....												
31	Sturdivant & Bro.....									3,832 50	636 70	1,608 50	*1,811 07
32	James Lesley, jr.....									4,770 00	673 90	1,657 00	1,953 51
33	William A. Wheeler.....												2,068 24
34	James Gallagher.....												
35	Wesley Smith.....	3,000 00	5,528 75	721 50	*127 25	175 00	383 00	*378 75					
36	Bigler & Wilt.....		6,000 00	847 00									
37	H. H. Coats.....	3,300 00	5,855 00	857 50	195 00	125 00	863 50	389 00	427 50	225 00			
38	J. A. H. Hasbrouck.....												
39	Jas. R. Pugh.....												
40	Thos. McCarty.....												
41	W. W. Trussell.....	3,200 00	6,470 00	1,000 00	198 00	150 00		700 00	312 00	163 00			

* Accepted.

† Offer 9, for class 12, informal; offers for part of class.

No. 8—Continued.

No.	Bidders.	Class 27.	Class 28.	Class 29.	Class 30.	Class 31.	Class 32.	Class 33.	Class 34.	Class 35.	Class 37.	Class 38.	Class 39.	Class 40.	Class 41.
		Paints, oils, &c.	Flax canvas.	Cotton canvas.	Flax and cotton twine.	Glass.	Leather.	Hose.	Brushes.	Bunting and dry goods.	Pitch, tar, and rosin.	Tallow, soap, and oil.	Ship chandlery.	Stationery.	Fire-wood.
1	Jos. L. Savage.....				\$139 25		\$899 00	\$335 00	\$259 50						
2	Nathaniel W. Coffin.....				*131 25										
3	Jas. Armstrong.....														
4	Jos. Temple.....														
5	William E. Hooper.....			\$8,122 75											
6	William H. Shaffer.....	\$4,374 35													
7	William Lang.....	4,426 42				*173 10						\$3,151 50			
8	Daniel S. Grice.....														
9	Frederick S. Bletz.....														
10	Samuel P. Brown.....														
11	Louis O. Southreraid.....														
12	Nathan Lane.....													\$815 84	
13	W. W. Campbell.....													*713 07.8	
14	Edmund Jones.....														
15	Jas. W. Delano.....												\$2,077 05		
16	John H. Bowie & Co.....							341 50							
17	Theodore Mosher.....														
18	William Matthews.....		9,868 75							*761 35					
19	Shryock & Co.....														
20	William Brand & Co.....		*9,352 00												
21	Zeno Secor.....				144 00		782 00	492 50			378 75		1,923 87		
22	H. J. Hansen.....	4,536 40							210 78		406 25		2,910 60		
23	George W. Lawrence.....														
24	Jos. R. Anderson.....														
25	Thos. Mount.....														
26	Southard, Harbert & Co.....												3,129 00		
27	R. M. Nichols.....														
28	William White.....														
29	H. N. Easby.....														
30	W. D. Kennedy.....	*4,151 06			154 50	256 40	*757 50		*190 63		*337 00	3,085 50	*1,915 56		
31	Sturdivant & Bro.....	4,928 47			152 00	412 30	874 50	110 00	294 10		762 87	382 70	3,527 00	1,938 80	
32	James Lesley, jr.....														
33	William A. Wheeler.....													975 16	

No. 9.

Scale of offers to furnish materials for the Navy, at the navy-yard, Philadelphia, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 3.	Class 11.	Class 12.	Class 14.	Class 18.	Class 21.	Class 22.	Class 23.	Class 25.	Class 27.	Class 28.
		White oak promiscuous timber.	Ash, cypress, and white oak boat boards.	Black walnut and cherry.	White ash cars and hickory bars.	Lignumvite.	Iron.	Spikes and nails.	Lead, zinc, and tin.	Hardware.	Paints and oils.	Flax canvas.
1	Joseph L. Savage.....						*\$2,385 23	\$252 50	\$453 40			
2	Hulseman, Berry & Hulseman.....											
3	Joseph Temple.....	\$2,250 00										
4	William E. Hooper.....											
5	F. Zantzlger.....		*\$1,555 00									
6	William H. Shaffer.....										\$1,058 02	
7	James H. Sprague.....										*1,018 75	
8	F. A. Chadwick.....							235 00	*433 20	*\$86 82		
9	John W. Simes & Co.....										1,033 30 ¹	
10	William Lang.....				\$390 00	\$200 00	2,502 73	229 00	457 60			
11	F. S. Bietz.....		1,532 00	(+)	*282 00							
12	Jonathan Powell.....	1,950 00	2,447 50	\$342 00		355 00						
13	L. O. Southmayd.....		*1,350 00		345 00							
14	John C. Miller.....											
15	Shryock & Co.....	1,320 00	1,559 00	*171 00	390 00							
16	James McCascker.....					*267 00						
17	William H. Maurice.....											
18	J. B. Baxter, jr.....						2,751 03	259 00	514 14	1,233 37		
19	Paul J. Field.....							241 80	488 23			
20	Theodore Mosher.....		1,521 00									
21	William S. McAlister.....			231 00								
22	William Matthews.....											\$2,359 92
23	Gilmore & Harkness.....						(+)	(+)				
24	William Brand & Co.....											*2,262 10
25	Joseph K. Anderson.....						2,818 10					
26	Samuel Patterson.....	*\$60 00			300 00							
27	Thomas Mount.....	2,700 00										
28	Southard, Herbert & Co.....											

29	R. M. Nichols.....					273 00						
30	William White.....	2,100 00										
31	H. N. Easby.....	1,350 00	1,615 00									
32	Daniel S. Grice.....	1,470 00	1,632 50	231 00	465 00	425 00						
33	William D. Kennedy.....						297 00	465 86	1,157 59	1,040 97		
34	Sturdivant & Brother.....						3,315 63	242 00	483 15	1,125 85	1,126 70	
35	James Lesley, jr.....						2,459 36	211 20	477 90	1,049 06	1,130 04	
36	William A. Wheeler.....											
37	James Gallagher.....											
38	William M. Shakespeare.....	1,770 00	1,682 50									
39	Robert W. Dungan.....										1,215 79	
40	Bigler & Witt.....		1,521 50									
41	Alexander, Hazard & Cheese- man.....										1,087 76	
42	H. H. Coats.....	2,400 00	1,975 00	300 00	900 00	500 00						
43	Jamison & Beatty.....	1,275 00	1,382 30	190 20	300 00							
44	Handy & Brenner.....							242 00	485 00	1,101 16		
45	James R. Pugh.....											
46	W. W. Trussell.....	2,850 00	2,142 50	360 00		395 00						

* Accepted.

† Informal offers for part of class.

‡ Offer No. 46 informal; received too late.

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No. 9—Continued.

No.	Bidders.	Class 29.	Class 30.	Class 31.	Class 32.	Class 33.	Class 34.	Class 35.	Class 37.	Class 38.	Class 39.	Class 40.
		Cotton canvas.	Flax and cotton twine.	Glass.	Leather.	Hose.	Brushes.	Bunting and dry goods.	Pitch, tar, and rosin.	Tallow, soap, and oil.	Ship chandlery.	Stationery.
1	Joseph L. Savage.....						\$163 89					
2	Hulseman, Berry & Hulseman.....				\$281 10							
3	Joseph Temple.....											
4	William E. Hooper.....	\$1,798 50										
5	F. Zantzingher.....								\$470 00			
6	William H. Shaffer.....											
7	James H. Sprague.....			\$168 20			\$116 97					
8	F. A. Chadwick.....											
9	John W. Sims & Co.....			174 20			121 31					
10	William Lang.....			212 70						\$445 25		
11	F. S. Bletz.....											
12	Jonathan Powell.....											
13	L. O. Southmayd.....											
14	John C. Miller.....								269 50	475 15	\$547 16	
15	Shryock & Co.....											
16	James McCasker.....											
17	William H. Maurice.....											\$112 57
18	J. B. Baxter, jr.....					\$355 35	128 78				546 19	
19	Paul J. Field.....				368 37	435 93				464 02		
20	Theodore Mosher.....											
21	William S. McAlister.....											
22	William Matthews.....											
23	Gilmore & Harkness.....								\$311 30			
24	William Brand & Co.....											
25	Joseph R. Anderson.....											
26	Samuel Patterson.....											
27	Thomas Mount.....											
28	Southerd, Herbert & Co.....									459 69		
29	R. M. Nichols.....											
30	William White.....											
31	H. N. Easby.....											
32	Daniel S. Grice.....											

33	William D. Kennedy.....	\$107 65	180 05	*250 25	169 61		*237 75	*424 20	*345 30	
34	Sturdivant & Brother.....	*102 40	200 75	343 65	509 50	185 12	323 34	230 85	461 36	424 09
35	James Lesley, jr.....					130 03		246 20	482 85	539 41
36	William A. Wheeler.....									190 75
37	James Gallagher.....	119 95								
38	William M. Shakespeare.....									
39	Robert W. Dungan.....									
40	Bigler & Wilt.....									
41	Alexander, Hazard & Cheeseman.....		187 17			127 20				
42	H. H. Coats.....									
43	Jamison & Beatty.....									
44	Handy & Brenner.....					126 52				
45	James R. Pugh.....				*352 25					
46	W. W. Trussell†.....									

* Accepted.

† Offer No. 46 informal; received too late.

No. 10.

Scale of offers to furnish materials for the Navy, at the navy-yard, Washington, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 10.	Class 21.	Class 22.	Class 23.	Class 24.	Class 25.	Class 27.	Class 31.
		White pine.	Iron.	Spikes and nails.	Lead, zinc, and tin.	Pig iron.	Hardware.	Paints and oils.	Glass.
1	Joseph L. Savage.....		*\$1,238 50	\$71 90	*\$5,008 00	\$2,125 00	\$136 50		
2	F. Zantzing.....	\$2,550 00							
3	William H. Shaffer.....							\$858 00	
4	William Lang.....		1,352 00	102 50	5,116 00	2,900 00		879 50	\$237 10
5	William H. Campbell.....			82 90			145 00		
6	F. S. Bletz.....	1,860 00							
7	G. W. P. Coates.....					2,070 00			
8	Theodore Mosher.....	1,308 00							
9	Z. D. Gilman.....							868 00	
10	Philip Otterback.....								
11	Revere Copper Company.....								
12	Baltimore Copper Company.....								
13	George W. Lawrence.....	2,040 00	1,252 63						
14	Joseph R. Anderson.....		1,473 00			2,625 00			
15	Thompson & Oudsluys.....			111 20	5,018 50	2,193 50			
16	F. L. Harvey & Co.....		1,305 00	*65 40	5,031 00	2,575 00	*127 50		
17	King & Burchell.....							885 50	
18	Thomas Mount.....								
19	H. N. Easby.....	*1,305 00				*1,987 50			
20	Esau Pickrell.....	1,314 00							
21	Fitz. Coyle & Brother.....	1,331 40							
22	Daniel S. Grice.....	1,692 00							
23	Charles M. Keys.....								
24	William D. Kennedy.....				5,224 00			*778 45	*196 20
25	Sturdivant & Brother.....		1,771 50	117 20	5,393 00	2,200 00	137 50	812 00	205 30
26	James Lesley, jr.....			88 50	5,226 00		147 50		
27	William Henshaw.....					2,400 00			
28	William H. Townsend.....					3,375 00			
29	Minnesota Mining Company.....								
30	Wesley Smith.....	2,016 00		126 25	5,404 50	2,225 00	184 50		
31	Bigler & Wilt.....	1,569 00							
32	H. H. Coates.....	1,875 00							
33	Richardson, Barnum & Co.....					2,850 00			
34	W. W. Trussell †.....	2,460 00							

* Accepted.

† Offer No. 34 informal; received too late.

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REPORT OF THE

No. 10—Continued.

No.	Bidders.	Class 32.	Class 38.	Class 39.	Class 43.	Class 44.	Class 45.	Class 47.	Class 48.
		Leather.	Tallow, soap, and oil.	Ship chand- lery.	Tank and gal- ley iron.	Chain iron.	Ingot copper.	Bellows.	Poles.
1	Joseph L. Savage.....	\$28 00	*†\$30 00	\$146 25	*\$2,152 50	*\$3,200 00	*\$33,750 00	*\$84 00	
2	F. Zantinger.....								
3	William H. Shaffer.....								
4	William Lang.....	22 40	35 00		2,405 00	3,600 00	35,550 00		
5	William H. Campbell.....							120 00	
6	F. S. Bletz.....								
7	G. W. P. Coates.....								
8	Theodore Mosher.....								\$90 00
9	Z. D. Gilman.....								*50 00
10	Philip Otterback.....								
11	Revere Copper Company.....						34,312 50		
12	Baltimore Copper Company.....						34,455 00		
13	George W. Lawrence.....								
14	Joseph R. Anderson.....					3,320 00			
15	Thompson & Oudsluys.....				2,290 00		34,500 00		
16	F. L. Harvey & Co.....	22 40		*136 04	2,425 00	5,400 00	39,000 00	104 00	
17	King & Burchell.....		35 00	186 70					
18	Thomas Mount.....								160 00
19	H. N. Easby.....								
20	Esau Pickrell.....								
21	Fitz. Coyle & Brother.....								
22	Daniel S. Grice.....								
23	Charles M. Keys.....								96 00
24	William D. Kennedy.....		†30 00	186 15					
25	Sturdivant & Brother.....	*20 72	35 00	155 30					
26	James Lesley, jr.....			181 85			(‡)		
27	William Henshaw.....								
28	William H. Townsend.....								
29	Minnesota Mining Company.....						37,500 00		
30	Wesley Smith.....				2,525 00		40,350 00		400 00
31	Bigler & Wilt.....								
32	H. H. Coates.....								
33	Richardson, Barnum & Co.....								
34	W. W. Trussell.....								

* Accepted.

† Class 38 decided by lot, being a tie offer.

‡ Offer No. 25 for class 45 informal; no guarantors.

SECRETARY OF THE NAVY.

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No. 11.

Scale of offers to furnish materials for the Navy, at the Navy-yard, Gosport, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 16.	Class 21.	Class 22.	Class 23.	Class 25.	Class 27.	Class 28.	Class 29.	Class 30.
		Black spruce.	Iron.	Spikes and nails.	Lead, zinc, and tin.	Hardware.	Paints, oils, &c.	Flax canvas.	Cotton canvas.	Flax and cotton twine.
1	Joseph L. Savage.....		\$6,708 50	\$85 00	\$1,154 09					
2	Hulseman, Berry & Hulseman.....									
3	William E. Hooper.....								\$6,178 75	
4	F. Zantzingher.....	\$1,600 00								
5	William H. Shaffer.....						\$4,466 40			
6	William Lang.....		6,888 00	107 50	1,140 00					
7	Edward H. Moore.....			106 75	1,292 00	\$1,846 47				
8	Samuel P. Brown.....	252 00								
9	William D. Roberts & Co.....				1,143 00					
10	William Matthews.....							\$9,142 50		
11	William Brand & Co.....							9,707 50		
12	W. P. Griffith.....									
13	George W. Lawrence.....		6,733 00							
14	Joseph R. Anderson.....		7,742 25							
15	Thompson & Oudsluys.....				1,151 00					
16	John A. Higgins.....		9,860 00	192 50	1,330 09	2,343 82	4,930 75			\$564 00
17	King & Burchell.....									
18	Jacob Vickory.....									
19	Southard, Herbert & Co.....									
20	Westcott & Hinckley.....	258 00								
21	Peters & Reed.....					2,118 38				
22	William D. Kennedy.....				1,223 00		4,170 25			344 00
23	Sturdivant & Brother.....		9,200 00	129 30	1,212 00	1,506 22	4,230 50			326 00
24	James Lesley, jr.....					1,653 42				
25	William A. Wheeler.....									
26	Allyn, Rose & Co.....			100 50	1,200 00	1,499 06				
27	James Gallagher.....									415 00
28	Wilson & Williams.....						4,299 65			
29	H. H. Coats.....	800 00								
30	James R. Pugh.....									
31	W. W. Trussell.....	394 00								

No. 11.—Continued.

No.	Bidders.	Class 31.	Class 32.	Class 33.	Class 34.	Class 35.	Class 37.	Class 38.	Class 39.	Class 40.
		Class.	Leather.	Hose.	Brushes.	Bunting and dry goods.	Pitch, tar, and rosin.	Tallow, soap, and oil.	Ship chandlery.	Stationery.
1	Joseph L. Savage.....			\$1,020 00	\$195 64					
2	Hulseman, Berry & Hulseman.....		\$2,242 00							
3	William E. Hooper.....									
4	F. Zantzinger.....						\$550 00			
5	William H. Shaffer.....									
6	William Lang.....							\$2,733 60		
7	Edward H. Moore.....				235 97					
8	Samuel P. Brown.....									
9	William D. Roberts & Co.....									
10	William Matthews.....					\$549 15				
11	William Brand & Co.....									
12	W. P. Griffith.....									\$260 00
13	George W. Lawrence.....									
14	Joseph R. Anderson.....									
15	Thompson & Oudsluys.....									
16	John A. Higgins.....	\$570 00	3,005 40	1,273 00	321 50	831 80	507 50	3,381 50	\$1,860 10	
17	King & Burchell.....							2,573 80		
18	Jacob Vickory.....									314 58
19	Southard, Herbert & Co.....							2,650 60		
20	Westcott & Hinckley.....									
21	Peters & Reed.....						310 00			
22	William D. Kennedy.....	237 00	2,040 40		247 90		272 50	2,437 70	1,661 24	
23	Sturdivant & Brother.....	192 00	2,619 00	1,310 00	277 40	577 40	288 80	2,564 30	1,652 80	
24	James Lesley, jr.....									
25	William A. Wheeler.....									368 00
26	Allyn, Rose & Co.....				185 86				1,640 82	
27	James Gallagher.....									
28	Wilson & Williams.....				223 80			2,770 30		
29	H. H. Coats.....									
30	James R. Pugh.....		2,046 40	984 00						
31	W. W. Trussell.....									

SECRETARY OF THE NAVY.

No. 12.

Scale of offers to furnish materials for the Navy, at the navy-yard, Warrington, under advertisement from the Bureau of Construction, Equipment, and Repair of May 19, 1859.

No.	Bidders.	Class 10.	Class 12.	Class 15.	Class 21.	Class 22.	Class 23.	Class 25.	Class 27.	Class 29.	Class 30.
		White pine.	Black walnut, cherry, &c.	White oak staves and heading.	Iron.	Spikes and nails.	Lead, zinc, and tin.	Hardware.	Paints and oils.	Cotton canvas.	Flax and cotton twine.
1	William E. Hooper.....									*2,440 25	
2	William H. Shaffer.....								*664 25		
3	William Lang.....				\$684 00	\$202 00	\$364 00		688 25		
4	John B. Todd.....				978 00	204 40	313 75		684 00	2,735 00	632 58
5	W. L. Avery.....	\$2,020 00	\$342 00	430 00	1,117 50	241 25	374 50	\$623 70	662 10	4,075 00	63 75
6	Samuel P. Brown.....	1,475 00	270 00	230 00							
7	Chester P. Knapp.....	2,150 00	240 00	*98 00					649 20	2,740 00	43 75
8	George H. Oneal.....	1,690 00	*214 00	202 00	1,194 50	*192 00	384 25	688 97			
9	George W. Lawrence.....	1,550 00	240 00		*799 37						
10	Joseph R. Anderson.....				1,108 00						
11	Southard, Herbert & Co.....										
12	Sturdivant & Brother.....				1,201 00	200 30	*313 00	*564 70	666 14		*30 25
13	William A. Wheeler.....					256 50	324 00	843 88			44 75
14	James Gallagher.....										34 10
15	James R. Pugh.....										
16	W. W. Trussell.....	1,675 00	300 00	300 00							

* Accepted.

† Offer 16 informal; received too late.

No. 12—Continued.

No.	Bidders.	Class 31.	Class 32.	Class 33.	Class 34.	Class 35.	Class 37.	Class 38.	Class 39.	Class 40.
		Glass.	Leather.	Hose.	Brushes.	Bunting and dry goods.	Pitch, tar, and resin.	Tallow, soap, and oil.	Ship chandlery.	Stationery.
1	William E. Hooper.....									
2	William H. Shaffer.....									
3	William Lang.....	\$154 20								
4	John B. Todd.....	213 20	\$816 00	\$650 00	\$222 50	*\$200 60	\$2175 00	*\$917 50	\$862 50	
5	W. L. Avery.....	610 00	922 50	1,885 00	239 00	218 00	205 00	1,073 50	813 40	\$297 40
6	Samuel P. Brown.....									
7	Chester P. Knapp.....		864 00	1,300 00	*214 50	220 25	250 00	1,075 00		
8	George H. Oneal.....	199 70	772 50	687 00		331 00	*141 00			
9	George W. Lawrence.....									
10	Joseph R. Anderson.....									
11	Southard, Herbert & Co.....							973 25		
12	Sturdivant & Brother.....	*146 20	892 50	980 00	246 85	217 40	146 00	969 00	*784 78	
13	William A. Wheeler.....				235 30	324 40				*219 90
14	James Gallagher.....									
15	James R. Pugh.....		*678 00	*636 00						
16	W. W. Trussell†.....									

* Accepted.

† Offer No. 16 informal; received too late.

List of contracts (embracing all coming under the cognizance of the Bureau of Construction, Equipment, and Repair) made and received from November 23, 1858, to October 4, 1859, prepared in conformity with an act of Congress of April 21, 1808.

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Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1858. Dec. 15	1859. March 30	J. Murphy & Co	Boilers, &c., for United States steamer San Jacinto	\$0 09 per pound.	New York.
1859. Jan. 6	Feb. 15	D. Risley.....	28,000 feet, board measure, yellow pine plank, of 6¼ inches thick, 35 to 45 feet long; 20,000 feet, board measure, yellow pine plank, of 7¼ inches thick, 40 to 50 feet long; 10,000 feet, board measure, yellow pine plank, of 6¼ inches thick, 35 to 40 feet long; 10,000 feet, board measure, yellow pine plank, of 5¼ inches thick, 30 to 40 feet long; 8,000 feet, board measure, yellow pine plank, of 4½ inches thick, 30 to 35 feet long—making 76,000 feet board measure.....	27 00 per M. feet.	Philadelphia.
Jan. 10	July 10	P. Donahue.....	Engines, boilers, &c., for United States steamer Saginaw..	72,495 00	Mare Island.
Jan. 17	March 1	Shryock, Johnson & Co....	5,000 cubic feet white oak plank stock logs.....	32¼ per cu. ft.	Philadelphia.
Jan. 17	March 1	Shryock, Johnson & Co....	1 white pine mast, 58 feet long, 24 inches diameter; 1 white pine mast, 59 feet long, 24 inches diameter; 1 white pine mast, 65 feet long, 23 inches diameter—estimated at 550 feet.....	54 do.	Do.
June 17	1860. June 30	D. D. Miller	7 bowsprit-lights, white..... 7 mizen-top lights, white..... 7 beam or wheel-house lanterns, green..... 7 beam or wheel-house lanterns, red..... 6 beam or running lanterns, green..... 6 beam or running lanterns, red..... 36 spare shades for beam lanterns, green..... 36 spare shades for beam lanterns, red..... 158 main berth and orlop-deck Fresnel lanterns..... 13 store-room lanterns, Argand burner and reflector..... 13 spirit room-lanterns, No. 1½..... 26 fore and main-hold lanterns, No. 1½..... 118 deck-lanterns, No. 1½.....	25 00	New York.

REPORT OF THE

				99 side-lanterns	2 00	
				92 signal-lanterns, Fresnel, white	3 50	
				26 signal-lanterns, Fresnel, red	7 00	
				14 engine-room lanterns	8 00	
				21 shaft passage-lamps	8 00	
				28 steam gage-lamps	6 00	
				63 globe lanterns, large sizes	4 00	
				63 globe lanterns, small sizes	2 00	
July 19	June 30		H. E. Browne	15,000 tons of the best Black Heath anthracite coal, steamers' size, per ton of 2,240 pounds	3 25	Philadelphia.
June 15	June 30		P. Otterback	200 green hickory or ash poles, about 20 feet long and 4 inches at the butt	25 each	Washington.
July 8	June 30		John B. Todd	30 yards white muslin, $\frac{3}{4}$ yard wide	15 per yard	Warrington.
				25 yards green baize	95 do.	
				50 yards fearnought	2 00 do.	
				15 yards hair cloth, 30 inches wide	75 do.	
				20 yards hair cloth, 24 inches wide	75 do.	
				300 yards linen tape	2 do.	
				5 pounds white linen thread	1 40 per pound.	
				5 pounds black linen thread	1 30 do.	
				25 pounds white curled hair	1 00 do.	
				20 papers sewing needles	8 per paper.	
				200 gallons winter strained sperm oil	1 45 per gallon.	
				50 gallons best quality lard oil for lubricating	1 00 do.	
				50 gallons neatsfoot oil	1 00 do.	
				25 gallons sweet oil	1 50 do.	
				150 gallons fish oil	68 do.	
				100 pounds Castile soap	13 per pound.	
				3,000 pounds pure beef tallow	12 $\frac{1}{2}$ do.	
July 9	Dec. 30		J. Temple	10,000 cubic feet yellow pine plank stock logs	28 per cubic ft.	Brooklyn.
July 10	June 30		Allyn, Rose & Co	9 adzes, carpenter's, handled	2 50 each	Gosport.
				3 adzes, cooper's, handled	2 00 do.	
				12 axes, broad, handled	3 25 do.	
				12 axes, wood, handled	1 25 do.	
				250 pounds anvils, estimated at 140 pounds each	10 per pound.	
				6 braces and bits, wood, complete, 48 bits	4 00 per set.	
				6 bevels, steel tongued	50 each.	
				20 dozen buttons, brass, 2-inch	30 per dozen.	
				4 braces and bits, iron, 20 bits	2 50 per set.	
				4 balances, spring, to weigh 25 pounds	25 each.	
				4 tap-borers	50 do.	
				100 pounds brass, sheet, assorted	3 per pound.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 10	1860. June 30	Allyn, Rose & Co.—Cont'd	4 cooper's crows..... 2 dozen compasses, carpenter's..... 4 dozen chisels, firmer, assorted, handled..... 2 dozen chisels, socket, assorted, handled..... 4 smiths' callipers..... 12 cranks and segments, for bells, brass..... 2 diamonds, glaziers'..... 4 sets drills, with box and bow..... 10 dozen escutcheons, thread, brass, assorted..... 4 dozen files, hand-saw, 5 to 6 inches..... 4 dozen files, flat bastard, 8 to 16 inches..... 2 dozen files, flat smooth, 8 to 14 inches..... 2 dozen files, safe-edge, 8 to 12 inches..... 1 dozen files, hand smooth, 10 to 14 inches..... 2 dozen files, half-round, smooth, 10 to 14 inches..... 1 dozen files, cabinet maker's, wood, 8 to 12 inches..... 6 dozen nail gimlets, assorted..... 2 dozen spike gimlets, assorted..... 2 dozen firmer gouges, handled, assorted..... 12 gridirons..... 4 hammers, saddler's, handled..... 24 hammers, claw, handled..... 10 dozen coat and hat hooks, brass..... 12 dozen pantry hooks, brass, 1 to 1½ inch..... 6 drawing knives..... 6 knives, shoemaker's..... 4 knives, pallet, 8 to 12 inches..... 4 knives, putty..... 12 knives, sail..... 2 dozen table catches..... 6 dozen closet catches..... 4 pitch kettles, 16 to 20 inches diameter at top..... 18 tea kettles, iron.....	\$1 25 each..... 2 00 per dozen. 2 50 do. 3 50 do. 50 each. 10 do. 5 00 do. 2 50 per set. 5 per dozen. 1 00 do. 3 50 do. 5 00 do. 3 50 do. 6 00 do. 4 50 do. 3 50 per dozen. 50 do. 1 00 do. 2 50 do. 62 each. 37 do. 37 do. 2 00 per dozen. 37 do. 75 each. 10 do. 62 do. 10 do. 25 do. 2 00 per dozen. 3 00 do. 1 50 each. 50 do.	Gosport.

2 camp kettles.....	50	do.
8 fish kettles.....	50	do.
10 copper kettles, tea.....	25	do.
10 dozen blank lock keys, assorted.....	75	per dozen.
12 dozen iron padlocks, 2½ to 3 inches.....	2 00	do.
6 dozen iron drawer locks, 2½ inches.....	7 00	do.
10 dozen brass padlocks, 2½ inches.....	6 00	do.
4 dozen 9-inch stock locks.....	4 00	do.
All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen.		
12 mauls, pin, handled.....	1 50	each.
4 grooving planes, width of iron ¼ to 1 inch.....	1 00	do.
6 smoothing planes, width of iron 1¾ to 2 inches.....	62	do.
4 planes, jointers, long.....	1 50	do.
2 planes, jointers, short.....	1 25	do.
4 planes, jack.....	75	do.
2 planes, jointers, cooper's, short.....	2 00	do.
2 planes, block, cooper's.....	1 00	do.
4 planes, rabbet.....	62	do.
16 plyers, cutting, and assorted.....	30	do.
20 frying pans, assorted sizes.....	20	do.
50 stew pans.....	75	do.
18 bake pans.....	30	do.
4 iron pots.....	1 25	do.
12 rules, 2 feet, double and single jointed.....	37	do.
24 wood rasps, assorted.....	37	do.
12 wood saws, with frames.....	75	do.
30 hand saws.....	50	do.
8 hack saws, with frames.....	1 00	do.
6 hack saw blades.....	25	do.
4 dove-tail saws.....	1 00	do.
10 key-hole saws and pads, 6 to 12 inches.....	37	do.
4 tenon saws.....	1 00	do.
6 cross-cut saws.....	3 00	do.
6 panel saws.....	1 00	do.
4 table saws.....	1 50	do.
100 gross iron screws, gimlet points, No. 4 to 26.....	1 00	per gross.
200 gross brass screws, gimlet points, No. 3 to 24.....	1 75	do.
12 spokeshaves.....	50	each.
6 steel squares, 2 feet.....	75	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 10	1860. June 30	Allyn, Rose & Co—Cont'd.	6 trying squares, steel blades, 6 to 8 inches	\$0 37 each.	Gosport.
			20 steel coal shovels.....	1 00 do.	
			300 ship scrapers, steel blades, handled	25 do.	
			4 tinner's bench shears.....	5 00 do.	
			4 tinner's hand shears.....	2 00 do.	
			4 planishing stakes.....	3 00 do.	
			6 pairs scissors.....	25 do.	
			8 M iron gimp tacks, 4-ounce.....	25 per M.	
			400 M iron cut tacks.....	20 do.	
			400 pounds bench vices, 3½ to 5½ inch jaws.....	10 per pound.	
			8 hand vices.....	50 each.	
			24 water closet basins, china.....	1 75 do.	
			10 screw wrenches	1 50 do.	
			8 waffle irons.....	75 do.	
			200 whitewash brushes	45 do.	
			8 hand dusting brushes	37 do.	
			10 painter's dusting brushes.....	40 do.	
			16 paint brushes, 00.....	40 do.	
			20 paint brushes, 000.....	50 do.	
			30 paint brushes, 0000.....	1 00 do.	
			30 paint brushes, 00000.....	75 do.	
			10 paint brushes, 000000.....	50 do.	
			24 sash tool brushes.....	25 do.	
			12 glue brushes.....	25 do.	
			2 pounds bristles.....	3 00 per pound.	
			1,000 pounds beeswax.....	40 do.	
			150 Bath bricks	4 each.	
			400 hickory brooms.....	15 do.	
			600 corn brooms	20 do.	
			80 pounds refined borax.....	30 per pound.	
			100 pounds pure sperm candles.....	45 do.	
			2 pounds red cha.....	6 do.	
			12 silver calls.....	5 50 each.	

July 11 June 30 A. Q. Wendell.....

400 bushels hard-wood charcoal	20	per bushel.
100 lamp chimneys.....	12	each.
40 skeins large catgut.....	25	per skein.
12 tenor drum heads.....	1 00	each.
24 pounds emery, assorted.....	20	per pound.
100 square yards boiler felting, per sample.....	1 25	per sq. yd.
6 glasses, 60".....	1 10	each.
6 glasses, 30".....	1 00	do.
4 grindstones, 120 pounds each, mounted.....	8 00	do.
300 pounds best white glue.....	25	per pound.
200 horn, leaves.....	11	each.
400 fish-hooks.....	75	per 100.
4 Massey's logs.....	30 00	each.
2 Ogden's leads.....	30 00	each.
160 fishing lines, 240 feet each.....	25	each.
4 measuring lines, metallic, 100 feet.....	5 00	each.
40 gross lampwicks, woven.....	70	per gross.
40 gross lampwicks, circular.....	1 00	do.
50 pounds lampwick, yarn.....	20	per pound.
8 brass hand lamps.....	75	each.
8 lamps, with reflectors, small size.....	1 50	do.
40 barrels lime, 200 pounds each.....	1 50	per barrel.
18 jars chloride lime, 20 pounds in a jar.....	1 50	per jar.
100 pounds mercury, in flasks.....	50	per pound.
500 sail needles.....	1 00	per 100.
1,000 seaming needles.....	1 00	per 100.
100 roping needles.....	1 50	per 100.
18 pounds oil-stones, estimated at 3 pounds each.....	10	per pound.
4 sets pokers, shovels and tongs.....	2 00	per set.
1 ream heavy wrapping paper.....	5 00	per ream.
24 pounds thrums.....	50	per pound.
6 thermometers.....	1 00	each.
6 thermometers for salinometers.....	1 50	do.
3 adzes, carpenter's, handled.....	1 75	do.
1 adze, hollow, handled.....	1 00	do.
1 adze, cooper's, handled.....	2 00	do.
3 axes, broad, handled.....	2 00	do.
1 axe, cooper's, handled.....	1 75	do.
12 axes, wood, handled.....	1 00	do.
1 dozen awls, brad, handled.....	25	per dozen.
4 dozen awls, wire, handled.....	25	do.
3 dozen awls, shoemaker's, handled.....	16	do.

Kittery.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1859. July 11	1860. June 30	A. Q. Wendell—Contin'd.	280 pounds anvils, estimated at 140 pounds each..... 40 pounds burrs, copper, assorted..... 2 braces and bits, wood, complete (48 bits)..... 2 braces and bits, iron, complete (20 bits)..... 2 bevels, steel-tongued..... 3 dozen buttons, plate brass..... 6 dozen bolts, flush, brass, 6 by 1¼ inch..... 1 dozen bolts, neck, brass, 6 inches..... 2 balances, spring, to weigh 25 pounds..... 1 balance, spring, to weigh 50 pounds..... 100 pounds brass, sheet, assorted..... 2 cooper's crows..... 1 brand, ship's name..... 1 dozen compasses, carpenter's..... ½ dozen compasses, armorer's..... 1 dozen chisels, firmer, assorted, handled..... 1 dozen chisels, socket, assorted, handled..... 6 sets couplings and boxes, complete, for hand pumps.. 1 set dies, letters and figures, ¾ inch..... 2 diamonds, glazier's..... 1 set drills, with box and bow..... 6 dozen escutcheous, plate brass, assorted..... 1 dozen escutcheons, thread, assorted..... 6 dozen files, hand-saw, 5 to 6 inches..... 5 dozen files, flat bastard, 8 to 14 inches..... 1 dozen files, cabinet maker's, wood, 8 to 12 inches..... 2 dozen gimlets, nail, assorted..... ¼ dozen gauges, carpenter's..... 1 dozen gimlets, spike, assorted..... 1 dozen gouges, firmer, handled, assorted..... ½ dozen gouges, socket, handled, assorted..... 6 gridirons..... 6 griddles.....	\$0 14 per pound. 60 do. 8 00 per set. 3 00 do. 25 each. 50 per dozen. 8 00 do. 8 00 do. 2 50 each. 5 00 do. 35 per pound. 5 each. 5 00 do. 1 50 per dozen. 10 00 do. 2 75 do. 7 00 do. 1 00 per set. 10 00 do. 2 00 each. 4 00 per set. 40 per dozen. 10 do. 1 25 do. 6 00 do. 4 00 do. 10 do. 2 00 do. 2 00 do. 2 50 do. 12 00 do. 30 each. 25 do.	Kittery.

2 hammers, tinner's, handled.....	1 00	do.
25 pairs hinges, brass, butt, shifting pins, 4½ by 4 inches.....	1 25	per pair.
50 pairs hinges, brass, butt, shifting pins, 4 by 3½ inches.....	1 00	do.
6 pairs hinges, brass, butt, shifting pins, 4½ by 3 inches.....	1 00	do.
50 pairs hinges, brass, butt, stationary pins, 3¼ by 3¼ inches.....	62	do.
50 pairs hinges, brass, butt, stationary pins, 2½ by 1½ inches.....	6	do.
12 pairs secretary hinges and fastenings, complete, brass, 5 by 5 inches.....	1 50	do.
10 pairs table hinges, brass, 2½ by 4½ inches.....	50	do.
12 pairs iron butt hinges, 2 by 1½ to 4 by 4 inches.....	5	do.
2 dozen hooks, cabin door, brass, 3 to 6 inches.....	2 00	per dozen.
5 dozen hooks, coat and hat, brass.....	1 50	do.
2 dozen hooks, pantry, brass, 1 to 2½ inches.....	50	do.
2 dozen japanned coat hooks.....	20	do.
2 knives, drawing.....	25	each.
2 dozen knobs, black walnut.....	75	per dozen.
2 dozen knobs, brass, with spindles.....	1 00	do.
2 kettles, pitch, from 16 to 20 inches diameter at top.....	3 00	each.
3 kettles, iron, tea.....	62	do.
2 kettles, fish.....	2 00	do.
1 kettle, glue.....	4 00	do.
2 kettles, camp.....	25	do.
10 dozen keys, blank, drawer, lock.....	25	per dozen.
2 dozen keys, padlock.....	75	do.
2 dozen iron padlocks.....	3 00	do.
10 dozen locks, drawer, 2¼ inches, brass.....	4 00	do.
10 dozen locks, brass, closet, 3½ inches, right and left.....	3 75	do.
1 dozen locks, brass, book-case, 2 by 3 inches.....	2 50	do.
6 dozen locks, drawer, 2¼ inches, iron.....	2 50	do.
6 dozen locks, iron, closet, 2½ by 4 inches, right and left.....	4 00	do.
[All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three (3) kinds of keys to the dozen.]		
12 ladles, iron.....	15	each.
2 lathes, turning, and tools, complete, for wood and iron.....	25 00	do.
3 planes, grooving, width of iron ¼ to 1 inch.....	10	do.
2 planes, molding.....	10	do.
2 planes, smoothing, width of iron 1¼ to 2 inches.....	10	do.
2 planes, beading, width of iron ¼ to ¾ inch.....	10	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 11	1860. June 30	A. Q. Wendell—Cont'd.	6 pincers, assorted 6 plyers, assorted 6 pans, frying, assorted sizes 20 pans, stew 2 pots, iron 12 rules, 2 feet, double and single jointed 12 rasps, wood, assorted 100 pounds rivets, iron, cooper's 50 pounds rivets, sheave, $\frac{3}{4}$ to $3\frac{3}{4}$ inches 20 pounds rivets, copper, boat, assorted 2 saws, wood, with frames, complete 3 saws, hand 5 saws, hack, with frame 6 saws, compass, 10 to 15 inches 1 saw, dovetail 2 saws, key-hole and pad, 6 to 12 inches 3 saws, tenon 1 saw set 1 scale beam, to weigh 1,000 pounds 6 screws, bench and clamp 2 screws, jack, $2\frac{1}{2}$ to 3 feet, equal to Ballard's 5 gross screws, brass, gimlet point, Nos. 4 to 26 5 gross screws, iron, gimlet point, Nos. 3 to 24 2 shaves, spoke 2 squares, 2 feet, steel 2 squares, 2 feet, iron 24 shovels, coal, steel 24 shovels, steel 6 shovels, scoop, steel 24 scrapers, ship, handled, steel blades 1 shears, bench, tinnerns' 2 shears, hand, tinnerns' 2 stakes, edging 1 stake, planishing	\$0 25 each. 4 do. 5 do. 1 00 do. 10 do. 50 do. 15 do. 15 per pound. 25 do. 40 do. 2 00 each. 1 25 do. 1 25 do. 30 do. 25 do. 50 do. 2 00 do. 1 25 do. 10 00 do. 2 50 do. 15 00 do. 3 75 per gross. 2 00 do. 10 each. 10 do. 20 do. 1 00 do. 70 do. 90 do. 10 do. 4 00 do. 1 00 do. 3 00 do. 1 00 do.	Kittery.

				3 screw plates and taps, large size.....	1 50	do.	
				3 screw plates and taps, small size.....	2 00	do.	
				6,000 tacks, iron, gimp.....	2	per M.	
				25,000 tacks, iron cut.....	10	do.	
				6 table fasteners, 2½ by 2½ inches.....	20	each.	
				120 pounds vise, bench, from 3½ to 5½-inch jaws.....	12	per pound.	
				1 vise, hand.....	10	each.	
				50 pounds wire, brass, assorted.....	40	per pound.	
				75 pounds wire, copper, assorted.....	40	do.	
				30 pounds wire, iron.....	2	do.	
				6 water-closet fixtures, water valves, stop cocks, china basin, complete.....	12 00	each.	
				2 water closet basins, china.....	1 25	do.	
				6 wrenches, screw.....	1 00	do.	
				500 pounds rigging leather, sides not less than 10 pounds.....	35	per pound.	
				150 pounds pump leather, sides not less than 30 pounds.....	32	do.	
				100 pounds bellows leather, sides not less than 6 pounds.....	50	do.	
				50 clamp brushes.....	20	each.	
				75 hand scrubbing brushes.....	22	do.	
				12 tar brushes, short handled.....	34	do.	
				50 whitewash brushes.....	58	do.	
				6 hand dusting brushes.....	40	do.	
				6 painters' dusting brushes.....	38	do.	
				6 varnish brushes.....	75	do.	
				24 paint brushes, 0000.....	75	do.	
				6 glue brushes, per sample.....	29	do.	
				24 sash-tool brushes, assorted.....	15	do.	
				1 pound bristles.....	2 50	per pound.	
				6 flue brushes.....	70	each.	
July 12	June 30	G. & W. P. Frost.....		20 cords oak wood.....	6 72	per cord.....	Kittery.
				5 cords pine wood.....	3 92	do.	
July 12	June 30	Wm. P. Griffith.....		2 cords hickory wood.....	7 88	do.	
				6 blank-books, cap size, one quire, half bound, faint lined.....	20	each.....	Gosport.
				6 blank-books, cap size, two quires, half bound, faint lined.....	43	do.	
				6 expenditure books, full bound, per sample.....	5 00	do.	
				18 blank-books, cap size, three quires, half bound, faint lined.....	50	do.	
				8 letter books, cap size, three quires, half bound, faint lined.....	50	do.	
				40 memorandum books, one quire thick, half bound, with loops.....	10	do.	

10 pieces 4½-inch red bunting.....	2 50	do.
15 pieces 18-inch blue bunting.....	5 75	do.
5 pieces 12-inch.....do.....	3 00	do.
5 pieces 9-inch.....do.....	3 00	do.
5 pieces 4½-inch.....do.....	2 75	do.
20 pieces 18-inch white bunting.....	5 50	do.
5 pieces 12-inch.....do.....	3 00	do.
5 pieces 9-inch.....do.....	2 75	do.
10 pieces 4½-inch.....do.....	2 50	do.
5 pieces 18-inch green bunting.....	5 00	do.
5 pieces 18-inch yellow bunting.....	5 00	do.
200 yards white muslin, ⅝ yard wide.....	9	per yard.
100 yards Barnsley sheeting, 80 inches wide.....	60	do.
5 yards green baize, 48 inches wide.....	65	do.
25 yards fearnought, 52 inches wide.....	2 40	do.
15 yards satinnet, 26 inches wide.....	75	do.
10 yards broad cloth, 52 inches wide.....	2 25	do.
10 yards hair cloth, 30 inches wide.....	1 50	do.
5 yards hair cloth, 24 inches wide.....	1 00	do.
10 yards linen tape.....	1	do.
10 pounds white linen thread.....	75	per pound.
20 pounds black and assorted linen thread.....	75	do.
50 pounds white curled hair.....	35	do.
25 papers sewing needles.....	5	per paper.
3 gross black buttons.....	25	per gross.
30 rolls of worsted binding.....	30	per roll.
3 dozen spools sewing cotton.....	50	per dozen.
20 yards baize, green.....	50	per yard.
2 pieces red bunting, 18 inches.....	5 75	per piece.
2 pieces blue bunting, 18 inches.....	5 75	do.
2 pieces white bunting, 18 inches.....	5 50	do.
2 pieces green bunting, 18 inches.....	5 00	do.
2 pieces yellow bunting, 18 inches.....	5 00	do.
66 yards white muslin, ⅝ yard wide, double twilled.....	10	per yard.
20 yards black muslin, ⅝ yard wide.....	8	do.
2 pieces 2-inch girting.....	25	per piece.
72 yards black gimp.....	5	per yard.
50 yards fearnought.....	2 40	do.
10 yards broad cloth.....	2 40	do.
30 yards hair cloth, 16 to 34 inches.....	1 35	do.
7 pounds linen thread, white, red, and black, assorted....	85	per pound.
124 pounds white curled hair.....	35	do.

Philadelphia.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 13	1860. June 30	W. Mathews—Continued..	2 papers sewing needles.....	\$1 5 per paper.	Philadelphia.
			3 pieces worsted binding, 12 yards each	35 per piece.	
			50 bolts No. 2 flax canvas	16 50 per bolt...	Gosport.
			50 bolts No. 3 flax canvas ..	16 00 do.	
			100 bolts No. 4 flax canvas	14 75 do.	
			60 bolts No. 5 flax canvas	13 25 do.	
			100 bolts No. 7 flax canvas ..	10 25 do.	
			350 bolts No. 8 flax canvas	9 25 do.	
			40 bolts, light raven's duck.....	6 00 do.	
			1,500 pounds flax sewing twine.....	33 per pound.	
			1,000 yards flax coal bagging, 30 inches wide	25 per yard	
			30 pieces 18-inch red bunting.....	5 75 per piece.	
			20 pieces 18-inch blue bunting	5 50 do.	
			30 pieces 18-inch white bunting	5 50 do.	
			100 yards white muslin, $\frac{1}{2}$ yard wide	9 per yard.	
			40 yards green baize.....	50 do.	
			20 yards fernaught.....	2 00 do.	
			30 yards casinet.....	25 do.	
			5 pounds red thread	80 per pound.	
			20 pounds black linen thread	80 do.	
			5 pounds white curled hair.....	35 do.	
			18 papers sewing needles.....	5 per paper.	
			50 spools sewing cotton, No. 20.....	5 per spool.	
July 13	June 30	S. P. Brown.....	400 inches black spruce spars, from 5 to 10 inches diameter	17 per inch	Brooklyn.
			4 pieces black spruce spars, from 70 to 75 feet long.....	25 00 each.	
			3 pieces black spruce spars, from 66 to 69 feet long.....	25 00 do.	
			3 pieces black spruce spars, from 60 to 65 feet long.....	20 00 do.	
			50 pieces black spruce poles, $2\frac{1}{2}$ inches diameter, 20 feet long.....	20 do.	
July 13	June 30	S. P. Brown.....	1,000 inches black spruce spars, 5 to 10 inches diameter.	18 per inch....	Gosport
			12 pieces black spruce spars, 50 feet long, 11 inches diameter	6 00 each.	

July 13	May 15	S. P. Brown.....	2,000 cubic feet white oak curve timber.....	54 per cubic ft.	Kittery.
July 13	June 30	S. P. Brown.....	200 cubic feet white pine logs.....	50 do.....	Warrington.
			10,000 feet, board measure, white pine boards No. 1, 1 inch thick.....	55 00 per M feet.	
			5,000 feet, board measure, white pine boards No. 2, 1 inch thick.....	55 00 do.	
			5,000 feet, board measure, white pine plank No. 1, 2 inches thick.....	55 00 do.	
			5,000 feet, board measure, white pine plank No. 2, 2 inches thick.....	55 00 do.	
July 14	June 30	G. H. Onca.....	2,000 feet, board measure, black walnut, 1 to 2 inches thick.....	90 00 do.....	Warrington.
			200 feet, board measure, St. Domingo mahogany plank, 3½ inches.....	170 00 do.	
			1,000 pounds pressed-iron spikes, from 4 to 6 inches long.....	5 per pound.	
			1,000 pounds pressed-iron spikes, from 6½ to 8½ inches long.....	6 do.	
			100 pounds wrought-iron nails, 6d to 30d.....	8 do.	
			30 pounds wrought-iron nails, clout, ½ to ¾ inch.....	15 do.	
			1,000 pounds iron cut nails, from 4d to 40d.....	5 do.	
			100 pounds iron cut finishing nails, from 1 to 2 inches.....	4½ do.	
			200 pounds iron cut brad-head nails, from 4d to 10d.....	5 do.	
			50,000 iron cut brads, ¾ to 1½ inch.....	10 per M.	
			20 barrels pitch, each containing not less than 300 pounds.....	3 00 per barrel.	
			30 barrels No. 1 rosin, each containing not less than 300 pounds.....	2 70 do.	
July 14	June 30	William Brand & Co.....	20 bolts No. 1 flax canvas.....	16 50 per bolt....	Charlestown.
			100 bolts No. 2....do.....	16 00 do.	
			100 bolts No. 3....do.....	14 80 do.	
			100 bolts No. 4....do.....	14 40 do.	
			25 bolts No. 5....do.....	11 90 do.	
			25 bolts No. 6....do.....	11 30 do.	
			10 bolts No. 7....do.....	9 80 do.	
			10 bolts No. 8....do.....	8 50 do.	
			20 bolts light raven's duck.....	8 50 do.	
			500 yards flax coal bagging, 30 inches wide.....	35 per yard.	
			500 pounds flax sewing twine, 2 and 3 thread.....	10 per pound.	
			50 bolts No. 1 flax canvas.....	16 20 per bolt....	Brooklyn.
			110 bolts No. 2....do.....	15 75 do.	
			250 bolts No. 3....do.....	14 50 do.	
			60 bolts No. 4....do.....	13 40 do.	
			10 bolts No. 5....do.....	12 20 do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 14	1860. June 30	Wm. Brand & Co.—Con'd.	60 bolts No. 6 flax canvas	11 00 per bolt....	Brooklyn.
			55 bolts No. 7.....do.....	9 70 do.	
			50 bolts No. 8.....do.....	9 20 do.	
			30 bolts light raven's duck.....	8 50 do.	
			500 yards flax coal bagging, 30 inches wide.....	35 per yard.	
			500 pounds flax sewing twine, 2 and 3 thread.....	35 per pound.	
			5 bolts No. 1 flax canvas.....	16 20 per bolt....	Philadelphia.
			20 bolts No. 2.....do.....	15 60 do.	
			50 bolts No. 3.....do.....	15 30 do.	
			20 bolts No. 4.....do.....	13 50 do.	
			10 bolts No. 5.....do.....	11 75 do.	
			10 bolts No. 6.....do.....	11 00 do.	
			20 bolts No. 7.....do.....	9 50 do.	
			30 bolts No. 8.....do.....	8 70 do.	
			4 bolts light ravens duck.....	9 00 do.	
			200 yards flax coal bagging, 30 inches wide.....	35 per yard.	
			124 pounds flax sewing twine, 2 and 3 thread.....	40 per pound.	
July 14	June 30	H. J. Hanson.....	1,500 gallons winter strained sperm oil.....	1 20 per gallon..	Brooklyn.
			500 gallons best quality lard oil, for lubricating.....	1 10 do.	
			40 gallons neatsfoot oil.....	1 00 do.	
			15 gallons sweet oil.....	1 50 do.	
			100 gallons fish oil.....	65 do.	
			75 pounds best hard brown soap.....	7 per pound.	
			50 pounds best salt-water soap.....	7 do.	
			25 pounds old castile soap.....	15 do.	
			3,000 pounds pure beef tallow.....	14 do.	
			6 pounds gum arabic, refined.....	25 do.....	
July 14	June 30	A. E. Cutter.....	6 books, letter size, three quires, half bound.....	75 each.	Charlestown.
			36 books, memorandum, half bound, with loops, 1 quire thick.....	12 do.	
			36 books, memorandum, bound in leather, 1 quire thick.....	10 do.	
			20 yards tracing cloth, 54 inches wide.....	30 per yard.	
			12 bottles carmine ink, half-pint bottles.....	20 per bottle.	

July 15 June 30 W. E. Hooper.....

2,000 envelopes, large size.....	3 25	per M
1,000 envelopes, small size.....	2 50	do.
12 folders, paper, ivory.....	10	each.
48 bottles black ink, half-pints.....	12	do.
24 bottles black ink, pints.....	20	do.
24 inkstands.....	10	do.
6 India ink saucers.....	10	do.
6 ink standishes.....	62	do.
6 pieces India ink.....	6	do.
24 penknives, four blades, Congress.....	75	do.
24 gross steel pens, assorted.....	60	per gross.
12 dozen pencils, best black, equal to Faber's.....	20	per dozen.
50 dozen pencils, slate, best white, Rutland.....	3	do.
1 dozen pencils, camel's hair.....	10	do.
10 reams regulation cap paper, faint lined.....	3 00	per ream.
3 reams paper, log.....	25	do.
10 reams paper, cap, faint lined, ruled.....	2 00	do.
10 reams paper, letter.....do.....	1 50	do.
6 reams paper, envelope.....	25	do.
3 reams paper, blotting.....	20	do.
1 ream paper, cartridge.....	7 50	do.
50 sheets paper, drawing, double elephant.....	20	per sheet.
50 sheets paper, drawing, elephant.....	10	do.
50 sheets paper, tracing, double elephant.....	10	do.
24 pins, drawing.....	4	each.
5,000 quills, No. 80.....	10	per M.
2 pounds rubber, prepared, in ounce pieces.....	80	per pound.
24 slates, double, log, hard-wood frames.....	1 00	each.
12 slates, single.....do.....do.....	20	do.
10 dozen sand, black, half-pint papers.....	90	per dozen.
100 pieces taste, silk.....	1	per piece.
25 bolts No. 3, cotton canvas.....	9 80	per bolt..
50 bolts No. 4.....do.....	9 45	do.
50 bolts No. 5.....do.....	8 95	do.
25 bolts No. 6.....do.....	8 55	do.
50 bolts bag stuff, 42 inches wide.....	18 00	do.
50 bolts hammock stuff, 42 inches wide.....	24 00	do.
5 bolts No. 2 cotton canvas.....	10 25	do.....
10 bolts No. 3.....do.....	9 80	do.
150 bolts No. 4.....do.....	9 45	do.
80 bolts No. 5.....do.....	8 95	do.
50 bolts No. 6.....do.....	8 55	do.

Charlestown.

Brooklyn.

SECRETARY OF THE NAVY.

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LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 15	1860. June 30	W. E. Hooper—Cont'd....	5 bolts No. 7 cotton canvas.....	\$8 25 per bolt..	Brooklyn.
			20 bolts No 8.....do.....	7 75 do.	
			5 bolts No. 9.....do.....	7 25 do.	
			20 bolts No. 10.....do.....	7 00 do.	
			5 bolts cot stuff, 30 inches wide.....	12 00 do.	
			75 bolts bag stuff, 42 inches wide.....	18 00 do.	
			150 bolts hammock stuff, 42 inches wide.....	24 00 do.	
			200 yards methuen duck, 30 inches wide.....	15 per yard.	
			1 bolt No. 1 cotton canvas.....	10 80 per bolt..	Philadelphia.
			4 bolts No. 2 cotton canvas.....	10 25 do.	
			4 bolts No. 3.....do.....	9 80 do.	
			20 bolts No. 4.....do.....	9 45 do.	
			6 bolts No. 5.....do.....	8 95 do.	
			8 bolts No. 6.....do.....	8 55 do.	
			4 bolts No. 7.....do.....	8 25 do.	
			4 bolts No. 8.....do.....	7 75 do.	
			10 bolts No. 9.....do.....	7 25 do.	
			20 bolts No. 10.....do.....	7 00 do.	
			3 bolts cot stuff, 30 inches wide.....	12 00 do.	
			20 bolts bag stuff, 42 inches wide.....	18 00 do.	
			30 bolts hammock stuff, 42 inches wide.....	24 00 do.	
			25 yards burlap canvas, $\frac{1}{2}$ wide.....	16 per yard.	
			100 bolts No. 4 cotton canvas.....	9 45 per bolt..	Gosport.
			75 bolts No. 5.....do.....	8 95 do.	
			50 bolts No. 6.....do.....	8 55 do.	
			12 bolts No. 9.....do.....	7 25 do.	
			40 bolts No. 10.....do.....	7 00 do.	
			76 bolts bag stuff, 42 inches wide.....	18 00 do.	
			100 bolts hammock stuff, 42 inches wide.....	24 00 do.	
			5 bolts No. 2 cotton canvas.....	11 25 do.....	Warrington
			5 bolts No. 3.....do.....	10 50 do.	
			25 bolts No. 4.....do.....	10 45 do.	
			25 bolts No. 5.....do.....	9 95 do.	

July 15 June 30

E. Jones.....

25 bolts, No. 6... ..do.....
 25 bolts, No. 7... ..do.....
 25 bolts, No. 8... ..do.....
 5 bolts, No. 9do.....
 5 bolts, No. 10do.....
 10 bolts cot stuff, 30 inches wide.....
 10 bolts bag stuff, 42 inches wide.....
 25 bolts hammock stuff, 42 inches wide.....
 6 pounds refined gum arabic.....
 48 blank-books, cap size, 1 quire, faint lined, half bound.....
 60 blank-books, cap size, 2 quiresdo.....
 36 blank-books, cap size, 3 quiresdo.....
 8 letter books, cap size, 3 quiresdo.....
 96 memorandum books, 1 quire thick, half bound, with loops.....
 96 memorandum books, 1 quire thick, bound in leather.....
 24 sand-boxes, hard wood.....
 150 yards tracing cloth, 54 inches wide.....
 36 bottles carmine ink, half-pints.....
 72 bottles black inkdo.....
 72 bottles black ink, pints.....
 3 bottles blue ink, quarts.....
 36 papers ink powder.....
 12 pieces India ink.....
 60 inkstands, assorted.....
 12 ink saucers.....
 12 erasers, with ivory handles.....
 24 paper folders, ivory.....
 24 penknives, four blades, Congress.....
 6 desk knives, ivory handles.....
 24 ivory pounce boxes and pounce.....
 30 gross steel pens, assorted.....
 12 dozen penholders, to suit pens.....
 36 dozen best black lead pencils, equal to Faber's.....
 3 dozen drawing pencils, Lignes.....
 1,000 slate pencils, best white, Rutland.....
 18 dozen camel's hair pencils.....
 1 dozen sable hair pencils.....
 9 reams log paper.....
 50 reams foolscap paper, regulation, ruled.....
 19 reams foolscap paper, faint lined.....
 30 reams letter paper, faint lined.....

9 55 do.
 9 25 do.
 8 75 do.
 8 25 do.
 8 00 do.
 14 00 do.
 21 00 do.
 28 00 do.
 00.1 per lb.....
 20 each.....
 30 do.
 00.1 do.
 00.1 do.
 15 do.
 00.1 do.
 00.1 do.
 40 do.
 00.1 do.
 15 do.
 30 do.
 00.1 do.
 00.1 do.
 00.1 do.
 50 do.
 00.1 do.
 00.1 do.
 00.1 do.
 2 00 do.
 00.1 do.
 00.1 do.
 1 00 per gross.
 50 per dozen.
 75 do.
 00.1 per doz.
 00.1 per 100.
 00.1 per doz.
 00.1 do.
 00.1 per r'm.
 00.1 do.
 5 00 do.
 4 00 do.

Brooklyn.

SECRETARY OF THE NAVY.

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LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 15	1860. June 30	E. Jones—Continued.....	11 reams envelope paper..... 3 reams blotting paper..... 5 reams cartridge paper..... 5 reams note paper..... 1 roll drawing paper, 30 yards long, 54 inches wide..... 75 sheets drawing paper, double elephant..... 24 sheets drawing paper, elephant..... 6 sheets drawing paper, antiquarian..... 48 sheets tracing paper, double elephant..... 48 drawing pens..... 108 drawing pins..... 2 portfolios..... 6,000 quills, No. 80..... 12 parallel rulers, 24-inch, ebony..... 12 round rulers, ebony..... 12 flat rulers..... 17 pounds India rubber, prepared, 1 ounce pieces..... 60 double log slates, hard-wood frames..... 34 single slates, hard-wood frames..... 12 porcelain slates, 8 by 10 inches..... 24 wafer seals, ivory handles..... 12 dozen papers black sand, half pints..... 18 Gunter's scales..... 224 pieces red tape..... 100 pieces silk taste..... 16 pounds wafers, American..... 16 pounds, sealing wax.....	\$0 00.1 per r'm. 00.1 do. 00.1 do. 2 00 do. 00.1 per roll. 35 per sheet. 00.1 do. 1 00 do. 30 do. 00.1 each. 00.1 do. 1 00 do. 6 00 per M. 00.1 each. 00.1 do. 00.1 do. 2 00 per pound. 00.1 each. 00.1 do. 00.1 do. 00.1 do. 00.1 do. 00.1 per doz. 00.1 each. 5 per piece. 30 do. 00.1 per lb. 1 00 do.	Brooklyn.
July 15	June 30	C. P. Knapp.....	6,000 self-sealing envelopes, assorted sizes and colors.... 200 pieces white oak staves, in length 62 inches..... 200 pieces white oak staves, in length 56 inches..... 500 pieces white oak staves, in length 34 inches..... 500 pieces white oak heading, in length 32 inches..... 50 clamp brushes.....	6 00 per M. 10 per piece. 9 do. 6 do. 6 do. 1 00 each.	Warrington.

July 15

Wm. H. Maurice.....

50 hand scrubbing brushes.....	25	do.
25 tar brushes, short handled.....	50	do.
25 whitewash brushes.....	1 00	do.
12 dusting brushes.....	75	do.
12 varnish brushes.....	50	do.
20 paint brushes, 00.....	50	do.
20.....do..... 000.....	60	do.
20.....do..... 0000.....	75	do.
20.....do..... 00000.....	90	do.
20.....do..... 000000.....	1 25	do.
12 sash-tool brushes.....	25	do.
6 glue brushes.....	25	do.
24 flue brushes, per sample.....	50	do.
3 pounds bristles.....	1 00	per pound.
1 account book.....	50	each.....
12 blank-books, cap size, 1 quire, half bound, faint lined.	36	do.
2 blank-books, cap size, 2 quires, half bound, faint lined.	75	do.
1 blank-book, cap size, 3 quires, half bound, faint lined.	1 00	do.
2 expense books.....	1 00	do.
8 books, memorandum, watch and station bills, per sample.....	50	do.
2 books, blank station bills, per sample.....	50	do.
60 blank monthly returns, per sample.....	2	do.
230 blank weekly returns, per sample.....	2	do.
12 books, memorandum, 1 quire thick, bound in leather.	20	do.
1 book, receipt.....	1 00	do.
3 bottles, black ink.....	12	do.
1 bottle, red ink.....	25	do.
6 dozen papers, black sand, half pints.....	75	per dozen.
10 yards tracing cloth, 54 inches wide.....	50	per yard.
2 inkstands, assorted.....	50	each.
8 papers ink powder, black.....	1	do.
1 pound prepared India rubber, in ounce pieces.....	1 00	per pound.
1 ivory pounce box and pounce.....	25	each.
4 penknives, Congress, four blades.....	1 00	do.
2 dozen penholders, to suit pens.....	25	per dozen.
2 dozen pencils, drawing, best black, and equal to Faber's.	62	do.
50 slate pencils, best white Rutland.....	1	each.
46 camel's hair pencils.....	3	do.
24 sable hair pencils.....	6	do.
2 gross steel pens.....	75	per gross.
3 reams log paper.....	10 00	per ream.

Philadelphia.

SECRETARY OF THE NAVY.

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LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 15	1860. June 30	Wm. H. Maurice—Cont'd.	3 reams foolscap, faint lined..... 1 ream letter paper, faint lined..... 1 ream blotting paper..... 12 sheets drawing paper, double elephant..... 500 quills, No. 80..... 18 quires daily requisitions, per sample..... 1 parallel ruler, ebony, 24 inches..... 1 round ruler, ebony..... 1 flat ruler..... 2 sand boxes, hard wood..... 3 double log slates, hard-wood frames..... 3 single slates, hard-wood frames..... 4 Gunter's scales..... 6 pieces red tape..... ½ pound wafers, American.....	\$2 50 per ream.. 2 50 do. 2 50 do. 20 per sheet. 6 00 per M. 50 per quire. 1 50 each. 30 do. 25 do. 10 do. 1 00 do. 62 do. 50 do. 3 do. 24 per pound.	Philadelphia.
July 15	June 30	William A. Wheeler.....	6 books, blank, cap size, one quire, half bound, faint lined..... 6 books, blank, cap size, two quires, half bound, faint lined..... 4 books, blank, cap size, three quires, half bound, faint lined..... 6 books, letter, three quires, half bound, faint lined..... 24 books, memorandum, half bound, with loops, one quire thick..... 24 books, memorandum, bound in leather, one quire thick..... 6 boxes, sand, hard wood..... 24 yards tracing cloth, 54 inches wide..... 6 bottles carmine ink, half-pint bottles..... 4 erasers, with ivory handles..... 6 folders, paper, ivory..... 24 bottles black ink, half-pint, Maynard & Noyes..... 24 bottles black ink, pints, Maynard & Noyes.....	50 each..... 60 do. 75 do. 75 do. 20 do. 20 do. 20 do. 50 per yard. 30 each. 50 do. 40 do. 20 do. 25 do.	Kittery.

24 papers ink powder, best quality.....	6 per paper.
12 ink stands, assorted.....	50 each.
6 penknives, four blades.....	1 25 do.
12 pounce and boxes, ivory.....	75 do.
1 gross steel pens, assorted.....	5 00 per gross.
2 dozen penholders, to suit pens.....	50 per dozen.
6 dozen pencils, drawing, best black, and equal to Faber's	75 do.
250 pencils, slate, best white Rutland.....	40 per 100.
2 dozen pencils, camel's hair.....	1 00 per dozen.
2 reams paper, log.....	5 00 per ream.
10 reams paper, regulation, cap faint lined.....	3 00 do.
10 reams paper, cap, faint lined, ruled.....	3 00 do.
2 reams paper, letter, faint lined, ruled.....	3 00 do.
1 ream paper, envelope.....	4 00 do.
1 ream paper, blotting.....	4 50 do.
$\frac{1}{2}$ ream paper, cartridge.....	6 00 do.
24 sheets paper, drawing, double elephant.....	25 per sheet.
12 sheets paper, drawing, elephant.....	20 do.
12 sheets paper, tracing, double elephant.....	25 do.
6 pens, drawing.....	50 each.
1,000 quills, No. 80.....	10 00 per M.
4 rulers, parallel, ebony, 24 inches.....	1 50 each.
4 rulers, round, ebony.....	50 do.
5 rulers, flat.....	50 do.
2 pounds rubber, prepared, in ounce pieces.....	1 50 per pound.
12 slates, double log, hard-wood frames.....	1 25 each.
6 slates, single log, hard-wood frames.....	75 do.
4 slates, porcelain, 8 by 10 inches.....	1 00 do.
6 seals, wafer, ivory.....	50 do.
2 dozen sand black, half-pint papers.....	12½ per paper.
6 scales, Gunter's.....	75 each.
50 pieces tape, red.....	3 per piece.
10 pieces taste, silk.....	20 do.
5 pounds wafers, (American).....	50 per pound.
5 pounds wax, sealing.....	75 do.
1,000 self-sealing envelopes, assorted sizes and colors.....	5 00 per M.
6 pounds refined gum arabic.....	50 per pound.
12 sand boxes, hard wood.....	50 each.
10 yards tracing cloth, 54 inches wide.....	75 per yard.
6 pieces India ink.....	50 each.
12 inkstands, assorted.....	1 00 do.
6 India ink saucers.....	75 do.

Warrington.

LIST OF CONTRACTS—Continued.

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REPORT OF THE

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 15	1860. June 30	Wm. A. Wheeler—Cont'd	6 erasers, with ivory handles	\$0 75 each.	Warrington.
			12 penknives, four blades, Congress.....	1 50 do.	
			6 desk knives, ivory handles.....	75 do.	
			12 ivory pounce boxes and pounce.....	75 do.	
			12 gross steel pens, assorted.....	2 20 per gross.	
			12 dozen penholders, to suit pens.....	50 per dozen.	
			12 dozen pencils, drawing, best black.....	1 00 do.	
			2 dozen camel's hair pencils.....	2 00 do.	
			1 dozen sable hair pencils.....	5 00 do.	
			12 drawing pens.....	75 each.	
			1,000 quills, No. 80.....	10 00 per M.	
			2 pounds rubber, prepared, in ounce pieces.....	2 00 per pound.	
			12 pieces erasive gum.....	25 each.	
			12 double log slates, hard-wood frames.....	1 50 do.	
			12 single slates, hard-wood frames.....	75 do.	
			12 wafer seals, ivory.....	50 do.	
			1 dozen papers black sand, half-pints.....	5 00 per dozen.	
			12 Gunter's scales.....	50 each.	
			50 pieces red tape.....	10 per piece.	
			25 pieces silk taste.....	20 do.	
			5 pounds wafers, American.....	50 per pound.	
			5 pounds sealing wax.....	1 50 do.	
July 16	June 30	R. M. Nichols.....	6 brass dividers.....	75 each.		Brooklyn.
			1 ton of lignumvitæ, 7 inches diameter.....	35 00 per ton....	
			1 ton of lignumvitæ, 8 inches diameter.....	40 00 do.	
July 16	June 30	N. W. Coffin.....	1 ton of lignumvitæ, 9 inches diameter.....	40 00 do.	Brooklyn.
			5 pounds flax whipping twine.....	35 per pound.	
			50 pounds flax seine twine.....	35 do.	Charlestown.
			500 pounds cotton twine 5 to 8 thread.....	23 do.	
			20 pounds flax whipping twine.....	35 do.....	
			300 pounds cotton twine, 5 to 8 thread.....	22½ do.	
			500 barrels thin tar, each containing not less than thirty gallons.....	2 45 per barrel.	

July 16 June 30

William Lang.....

50 barrels pitch, each containing not less than 300 pounds	2 35	do.	
25 barrels No. 1 rosin, each containing not less than 300 pounds	2 00	do.	
10 barrels soft clear turpentine, each containing not less than 280 pounds	4 50	do.	
60 gallons tar oil	65	per gallon.	
5,000 pounds round iron, from $\frac{1}{4}$ to $1\frac{1}{8}$ inch	3	per pound.	Kittery.
1,000.....do.....do..... $2\frac{1}{2}$ to 3 inch	$3\frac{1}{2}$	do.	
1,000.....do.....do..... $3\frac{1}{4}$ to 6 inch	$3\frac{1}{8}$	do.	
1,000.....do square iron..... $2\frac{1}{2}$ to 2 inch	3	do.	
1,000.....do.....do..... $2\frac{1}{4}$ to $5\frac{1}{2}$ -inch	$3\frac{1}{2}$	do.	
1,000 pounds hammered square iron, from 2 to 5 inches	$3\frac{1}{2}$	do.	
2,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide	$3\frac{1}{4}$	do.	
1,000 pounds flat iron, from $1\frac{1}{4}$ to 2 inches thick, from 4 to 10 inches wide	$3\frac{1}{4}$	do.	
500 pounds hoop iron, from $\frac{1}{16}$ to $\frac{1}{8}$ inch, from $\frac{3}{4}$ to $2\frac{1}{4}$ inches wide	4	do.	
500 pounds thimble iron, $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide	4	do.	
500 pounds boiler plate iron, from $\frac{3}{16}$ to $\frac{3}{8}$ inch thick	5	do.	
100 pounds boiler rivets, $\frac{1}{2}$ inch and over	6	do.	
500 pounds extra cast-steel, from $\frac{1}{8}$ to $2\frac{1}{2}$ inches square	14	do.	
150 pounds blister steel	3	do.	
500 gallons winter strained sperm oil	1 50	per gallon.	
25 gallons best quality lard oil for lubricating	1 10	do.	
6 gallons neatsfoot oil	1 00	do.	
250 gallons fish oil	50	do.	
100 pounds best hard brown soap	6	do.	
50 pounds old castile soap	5	do.	
2,000 pounds pure beef tallow	11	do.	
50 lights 7 by 9 inch double thick crown glass	4	per light	Brooklyn.
50.....8 by 10.....do.....do	4	do.	
50.....9 by 12.....do.....do	6	do.	
50.....10 by 12.....do.....do	12	do.	
100.....10 by 14.....do.....do	10	do.	
50.....10 by 16.....do.....do	10	do.	
10.....11 by 15.....do.....do	10	do.	
50.....12 by 14.....do.....do	12	do.	
30.....12 by 16.....do.....do	12	do.	
50.....12 by 18.....do.....do	16	do.	
20.....14 by 18.....do.....do	18	do.	

200 pounds angle iron	1	do.
500 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, $\frac{1}{2}$ to $\frac{2}{3}$ inches wide.....	2	do.
600 pounds boiler-plate iron, $\frac{7}{16}$ to $\frac{3}{8}$ inch thick.....	2	do.
300 pounds boiler-plate iron, $\frac{7}{16}$ to $\frac{3}{8}$ inch thick.....	2	do.
100 pounds boiler rivets, $\frac{1}{2}$ inch and over.....	2	do.
200 pounds sheet iron, Nos. 15 to 25.....	4	do.
100 pounds Russia sheet iron, Nos 18 to 24.....	4	do.
400 pounds cast-steel, $\frac{3}{8}$ to 2 inches square.....	20	do.
100 pounds octagon steel.....	5	do.
100 pounds German steel.....	5	do.
100 pounds blister steel.....	5	do.
1,000 pounds iron spike rods, $\frac{1}{4}$ to $\frac{1}{2}$ inch thick.....	2	do.
500 pounds Russia nail rods.....	2	do.
1,000 pounds wrought iron spikes, 4 to 6 inches long....	3 $\frac{3}{4}$	do.
5,000 pounds wrought iron spikes, 6 $\frac{1}{2}$ to 9 inches long...	3 $\frac{3}{4}$	do.
300 pounds wrought iron nails, 6d to 30d.....	7	do.
100 pounds wrought iron boat nails, 4d to 20d.....	2	do.
300 pounds wrought iron sheathing nails, 2 to 3 inch....	2	do.
25 pounds wrought iron clout nails, from 1 $\frac{1}{2}$ to 1 $\frac{1}{4}$ inch..	12	do.
2,000 pounds iron cut nails, from 4d to 40d.....	3 $\frac{1}{2}$	do.
50 pounds iron finishing nails, 1 to 2 inch.....	7	do.
100 pounds iron cut brad-head nails, 4d to 10d.....	3 $\frac{1}{2}$	do.
1,500 pounds drawn lead pipe, from $\frac{1}{2}$ to 2 $\frac{1}{2}$ inches diameter.....	10	do.
500 pounds sheet zinc.....	10	do.
1,500 pounds pig zinc.....	5	do.
1,500 pounds banca tin.....	28	do.
20 pounds braziers' or spelter solder.....	10	do.
20 pounds tinnern's or soft solder.....	10	do.
5 boxes tin plate, XX 14 by 25.....	5 00	per box.
5 boxes tin plate, IC, 10 by 14.....	5 00	do.
5 boxes tin plate, IC, 14 by 20.....	5 00	do.
2 adzes, carpenter's, handled.....	50	each.
1 adze, hollow, handled.....	50	do.
1 adze, cooper's, handled.....	50	do.
3 axes, broad, handled.....	50	do.
12 axes, wood, handled.....	1 00	do.
1 dozen awls, brad, handled.....	25	per dozen.
1 dozen awls, wire, handled.....	25	do.
1 dozen awls, shoemaker's, handled.....	25	do.
25 pounds burrs, copper, assorted.....	50	per pound.

LIST OF CONTRACTS—Continued.

1282

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 16	1860. June 30	Horton, Hall & Co.—Con.	2 braces and bitts, wood, complete, 48 bitts..... 1 brace and bitts, iron, complete, 20 bitts 2 dozen buttons, plate, brass 2 bells, cabin, with crank and fixtures, complete..... 12 water-closet basins, china 50,000 brads, iron, assorted 25 pounds brass, sheet, assorted..... 1 dozen compasses, carpenter's..... 1 dozen chisels, firmer, assorted, handled..... 1 dozen chisels, socket, assorted, handled..... 1 set dies, letters and figures, $\frac{3}{8}$ inch 1 diamond, glazier's..... 1 set drills, with box and bow..... 1 drill stock-press..... 1 drill-brace..... 3 dozen files, hand-saw, 5 to 6-inch..... 1 dozen files, whip-saw, 6 to 8-inch 1 dozen files, flat, bastard, 8 to 14-inch 1 dozen files, flat, fine, 8 to 12-inch..... 1 dozen files, cross-cut, 6 to 12-inch 1 dozen files, rat-tail, 5 to 10-inch 1 dozen files, flat, single-cut, 12-inch..... 1 dozen files, round, 8 to 14-inch..... 1 dozen files, four-sided, 8 to 14-inch..... 1 dozen files, half-round, 8 to 14-inch..... 1 dozen files, safe-edge, 8-inch..... 1 dozen nail-gimlets, assorted..... 1 dozen spike-gimlets, assorted 1 dozen firmer-gouges, handled, assorted 1 dozen socket-gouges, handled, assorted..... 12 gridirons..... 6 griddles..... 6 hammers, tinner's, handled.....	\$1 50 per set.... 50 do. 25 per dozen. 25 each. 2 25 do. 2 per M. 40 per pound. 1 00 per dozen. 1 00 do. 1 00 do. 4 00 per set. 1 00 each. 1 00 do. 1 50 do. 1 00 do. 1 50 do. 1 00 do. 1 00 do. 1 00 do. 1 50 do. 1 50 do. 1 50 do. 1 00 do. 1 50 each. 1 00 do. 10 do.	Charlestown.

REPORT OF THE

24 hammers, claw, handled.....	50	do.
12 hatchets, cast-steel, handled.....	10	do.
24 pairs brass butt-hinges, 4 by 4½ inches, shifting pins.....	50	per pair.
24 pairs brass butt-hinges, 4 by 4 inches, shifting pins.....	42	do.
24 pairs brass butt-hinges, 4 by 3½ inches, shifting pins.....	37	do.
24 pairs brass butt-hinges, 4 by 3½ inches, stationary.....	25	do.
24 pairs brass butt-hinges, 3½ by 2½ inches, stationary.....	25	do.
24 pairs brass butt-hinges, 2½ by 2 inches, stationary.....	25	do.
24 pairs brass butt-hinges, 2 by 1½ inches, stationary.....	25	do.
24 pairs iron butt-hinges, 4 by 3½ inches, stationary.....	5	do.
24 pairs iron butt-hinges, 2 by 2 to 4 by 3½ ins., station'y.....	5	do.
1 dozen hooks, cabin-door, brass, 4 to 6-inch.....	6 00	per dozen.
6 pairs hasps, joint, chest, and staple.....	25	per pair.
12 knives, sail.....	25	each.
12 kettles, copper, tea.....	4 00	do.
12 kettles, iron, tea.....	50	do.
6 kettles, fish.....	1 00	do.
6 sets knobs, mineral.....	25	per set.
6 sets knobs, white mineral.....	25	do.
1 dozen locks, brass, mortice, 3 by 4 inches, in thick- ness ¾ of an inch, brass keys, furniture plated, white porcelain knobs, complete, right and left.....	15 00	per dozen.
1 dozen locks, brass, dead, 3 by 5 inches.....	1 50	do.
1 dozen locks, brass, drawer, 2 by 3½ inches.....	4 00	do.
1 dozen locks, brass, chest, 3 by 4 inches.....	1 50	do.
1 dozen locks, brass, closet, 6 by 4 inches.....	1 50	do.
1 dozen locks, brass, closet, 1½ by 3 inches.....	1 50	do.
1 dozen locks, brass, book-case, 2 by 3 inches.....	1 50	do.
1 dozen locks, brass, desk, 3½ inches.....	1 50	do.
2 dozen locks, brass, pad, 2½ to 3-inch.....	8 00	do.
6 dozen locks, iron, pad, 2½ to 3-inch.....	3 00	do.
All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen.		
1 set castings for turning lathe, with turning tools com- plete, for wood and iron.....	5 00	per set.
2 planes, smoothing, width of iron 1¾ to 2 inches.....	56	each.
2 planes, long-jointer, width of iron 2½ inches.....	1 00	do.
2 planes, short-jointer, width of iron 2¼ inches.....	1 00	do.
1 plane, jointer, long, cooper's.....	50	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 16	1860. June 30	Horton, Hail & Co.—Con.	1 plane, jointer, short, cooper's..... 2 planes, block..... 1 plane, plow, 8 bits..... 2 planes, match, to suit $\frac{3}{4}$ and $\frac{1}{2}$ boards..... 2 pincers, assorted..... 2 plyers, assorted..... 12 frying-pans..... 24 stew-pans..... 12 bake-pans..... 2 bots, iron..... 12 rasps, wood, assorted..... 100 pounds rivets, iron, cooper's..... 400 pounds rivets, sheave, $\frac{3}{4}$ to $3\frac{1}{2}$ -inch..... 50 pounds rivets, copper, boat, assorted..... 6 saws, hand, 2 feet 6 inches..... 50 gross screws, brass, gimlet-point, Nos. 4 to 24..... 50 gross screws, iron, gimlet-point, Nos. 3 to 24..... 12 shovels, coal, steel..... 12 shovels, steel..... 4 planes, jack, widths of iron from $\frac{3}{4}$ to 2 inches..... 50 scrapers, ship, handled, steel blade..... 1 shears, bench, tinner's..... 1 shears, hand..... 1 shears, sheep..... 1 stake, iron..... 1 stake, edging, tinner's..... 1 stake, planishing..... 25,000 tacks, iron, cut..... 25,000 tacks, copper, cut..... 100 pounds wire, brass, assorted..... 1,000 pounds wire, copper...do..... 100 pounds wire, iron...do..... 25 pounds wire, steel...do.....	\$0 50 each..... 50 do. 1 00 do. 1 00 do. 25 do. 10 do. 50 do. 1 00 do. 50 do. 50 do. 10 do. 2 per pound. 2 do. 40 do. 50 each. 2 00 per gross. 25 do. 1 50 each. 50 do. 50 do. 30 do. 1 00 do. 1 00 do. 50 do. 50 do. 1 00 do. 4 00 do. 10 per M. 50 do. 5 per pound. 40 do. 2 do. 2 do.	Charlestown.

3,000 pounds pure dry white lead.....	6	do.
1,500 pounds pure dry white lead, in oil, 25 and 50 lb. kegs.....	8	do.
2,500 pounds white zinc paint, in oil.....	8	do.
2,000 pounds red lead, dry.....	6	do.
700 pounds litharge, dry.....	4	do.
2,500 pounds whiting.....	1	do.
2,000 pounds lamp black.....	6	do.
700 pounds French yellow ochre.....	1	do.
20 pounds Turkey umber.....	2	do.
5 pounds terra de sienna.....	2	do.
100 pounds chrome green.....	20	do.
100 pounds Venitian red, dry, English.....	1	do.
6 pounds Chinese vermilion, dry.....	10	do.
2 pounds Chinese blue, dry.....	10	do.
2 pounds ultramarine blue, dry.....	10	do.
2 pounds Prussian blue.....	10	do.
75 pounds gum shellac.....	5	do.
4 pounds ivory black.....	5	do.
1,000 gallons linseed oil, raw.....	72	per gallon
300 gallons spirits of turpentine.....	40	do.
30 gallons spirits of wine, 95 per cent. proof.....	10	do.
10 gallons copal varnish.....	2 00	do.
30 gallons Japan varnish.....	15	do.
30 gallons white demar varnish.....	2 00	do.
20 gallons coach varnish.....	50	do.
20 pounds ground pumice stone.....	5	per pound.
500 pounds rigging leather, sides not less than 10 pounds.....	10	do.
100 pounds pump leather, sides not less than 30 pounds.....	10	do.
50 pounds bellows leather, sides not less than 6 pounds.....	60	do.
4 skins buff leather.....	50	per skin.
50 pounds dressed raw-hides, not less than 18 pounds.....	10	per pound.
50,000 pounds ox-hides, for rope, of largest size, fleshed and hair removed.....	91	do.
50 clamp brushes.....	20	each.
50 hand scrubbing brushes.....	20	do.
100 whitewash brushes.....	75	do.
25 paint brushes, 000.....	58	do.
25 paint brushes, 0000.....	75	do.
25 paint brushes, 00000.....	88	do.
25 paint brushes, 000000.....	1 00	do.
25 sash tool brushes, assorted.....	8	do.
1 pound bristles.....	1 00	per pound.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 16	1860. June 30	Horton, Hall & Co.—Con.	25 pieces 18-inch red bunting..... 5 pieces 12-inch.....do..... 25 pieces 18-inch blue bunting..... 20 pieces 18-inch white bunting..... 5 pieces 12-inch blue bunting..... 5 pieces 12-inch white bunting..... 30 yards white muslin $\frac{3}{4}$ yard wide..... 50 pounds white curled hair..... 500 yards osnaburgs..... 1,000 gallons winter-strained sperm oil..... 100 gallons best quality lard oil, for lubricating..... 15 gallons neatsfoot oil..... 100 gallons whale oil..... 150 pounds hard brown soap..... 25 pounds Castile soap..... 500 pounds pure tallow..... 400 pounds beeswax..... 100 bath brick..... 360 brooms, hickory..... 360 brooms, corn..... 100 bushels charcoal..... 5 silver calls..... 50 chimneys, lamp..... 500 yards cloth, gunny..... 2 barrels clay, fire..... 100 pounds white chalk..... 500 pounds cotton waste..... 50 pounds cotton batting..... 6 drum snares..... 10 pounds emery flour..... 10 pounds emery, assorted..... 6 reams emery cloth..... 3 glasses, 60".....	\$7 00 per piece. 3 00 do. 7 00 do. 6 00 do. 1 50 do. 1 25 do. 10 per yard. 40 per pound. 2 per yard. 1 40 per gallon. 10 do. 10 do. 90 do. 10 per pound. 3 do. 12 do. 30 do. 1 each. 20 do. 25 do. 15 per bushel. 4 00 each. 3 do. 15 per yard 50 per barrel. 2 per pound. 2 do. 5 do. 10 each. 3 per pound. 3 do. 12 00 per ream. 1 00 each.	Charlestown.

				3 glasses, 30"	1 00	do.	
				50 pounds glue.....	5	per pound.	
				25 sheets horn for lanterns.....	2	each.	
				1 line, measuring, metallic, 75 to 100 feet.....	2 00	do.	
				12 lamps with reflectors, small size.....	50	do.	
				5 barrels lime, of 200 pounds each.....	1 00	per barrel.	
				50 pounds mercury, in flasks	50	per pound.	
				200 needles, sail	1	per 100.	
				100 needles, roping.....	1	do.	
				160 pounds rubber, sheet, packing.....	50	per pound.	
				10 pounds rotten stone, lump.....	2	do.	
				6 thermometers.....	1 00	each.	
				50 pounds mop yarn	2	per pound.	
				20 pounds valve gum.....	2	do.	
				20 palms, mounted, seaming.....	50	each.	
				20 palms, mounted, roping.....	50	do.	
July 17	June 30	N. W. Coffin		2,500 feet white ash oar rafters, from 12 to 18 feet long...	7	per foot.	Kittery.
				1,000 pieces white oak staves, in length 62 inches	9	per piece.	
				500.....do.....do.....do.....do... 56...do	8 $\frac{1}{2}$	do.	
				500.....do.....do.....do.....do... 46...do	8	do.	
				1,000...do.....do.....do.....do... 34...do	7 $\frac{1}{2}$	do.	
				1,000...do.....do.....heading ...do... 32...do	7	do.	
				350 feet leading hose, in 25 feet lengths.....	80	per foot.	Kittery.
				60 feet suction hose, in 6 feet lengths.....	1 80	do.	
				150 feet leading hose, in 25 feet lengths.....	80	do.....	Charlestown
				72 feet suction hose, in 6 feet lengths.....	1 80	do.	
				300 feet leading hose, in 25 feet lengths.....	75	do.....	Brooklyn.
				50 feet suction hose, in 6 feet lengths.....	1 80	do.	
				325 feet leading hose, in 25 feet lengths.....	75	do.....	Philadelphia
				62 feet suction hose, in 6 feet lengths.....	1 75	do.	
				1,100 feet leading hose, in 25 feet lengths.....	74	do.....	Gosport.
				100 feet suction hose, in 6 feet lengths.....	1 70	do.	
				600 pounds rigging leather, sides not less than 10 pounds.	42	per pound.	Warrington
				300 pounds pump leather, sides not less than 30 pounds.	33	do.	
				600 pounds bellows leather, sides not less than 6 pounds.	45	do.	
				150 pounds oil-tanned leather, sides not less than 30 pounds.	32	do.	
				3 skins of buff leather.....	3 00	per skin.	
				500 feet leading hose, in 25 feet lengths.....	84	per foot.	
July 18	June 30	J. H. Sprague.....		120 feet suction hose, in 6 feet lengths.....	1 80	do.	
				4,000 pounds pure dry white lead	7	per pound.	Philadelphia.
				1,500 pounds pure white lead in oil, in 25 and 50 pound kegs.....	8	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 18	1860. June 30	J. H. Sprague—Continued.	850 pounds black paint, in oil, in 25 and 50 pound kegs. 500 pounds white zinc paint, in oil, in 50 pound kegs..... 550 pounds red lead, dry 450 pounds litharge, dry..... 2,000 pounds whiting, dry..... 250 pounds lamp black, dry..... 250 pounds French yellow ocher, dry..... 12 pounds Turkey umber, dry..... 5 pounds terra de sienna, dry..... 12 pounds chrome yellow, dry..... 30 pounds chrome green, dry..... 2 pounds India red, dry..... 50 pounds Venetian red, dry, English. 2 pounds Chinese vermilion, dry..... 2 pounds Prussian blue, dry..... 2 pounds ultramarine blue, dry..... 12 pounds gum shellac..... 5 pounds ivory black..... 2 pounds Vandyke brown..... 500 gallons linseed oil, raw..... 100 gallons spirits of turpentine..... 30 gallons spirits of wine, 95 per cent. proof..... 12 gallons copal varnish 2 gallons coach varnish..... 22 gallons Japan varnish..... 5 gallons white demar varnish..... 25 gallons bright varnish..... 1 barrel soft soap..... 25 lights 7 by 9 inch, double thick crown glass..... 50...do.... 8 by 10.....do.....do.....do..... 50...do.... 9 by 12.....do.....do.....do..... 75...do.... 10 by 12.....do.....do.....do..... 100 do.... 10 by 14.....do.....do.....do.....	\$0 04 per pound. 6 do. 8 do. 6 do. 3 do. 4 do. 1 do. 4 do. 4 do. 20 do. 10 do. 15 do. 3 do. 2 00 do. 70 do. 50 do. 20 do. 25 do. 15 do. 61 per gallon. 50 do. 1 00 do. 2 00 do. 3 00 do. 62 do. 1 25 do. 12 do. 2 00 per barrel. 4 per light. 5 do. 8 do. 8 do. 9 do.	Philadelphia.

500 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{16}$, and from $\frac{1}{2}$ to $2\frac{1}{2}$ inches	4	do.
2,500 pounds boiler plate iron, $\frac{3}{16}$ to $\frac{3}{8}$	5	do.
1,000 pounds boiler plate iron, $\frac{1}{8}$ to $\frac{3}{8}$	4	do.
2,500 pounds sheet plate iron, Nos. 14 to 22	4	do.
100 pounds Russia sheet iron, Nos. 18 to 24	5	do.
2,000 pounds spike rod iron, from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick	2 $\frac{1}{2}$	do.
300 pounds clinch or saucer ring iron, from $\frac{3}{8}$ to $1\frac{1}{4}$ inch	12	do.
50 pounds extra cast steel, from $\frac{3}{4}$ to $2\frac{1}{2}$ inches square	15	do.
50 pounds octagon steel, from $\frac{3}{4}$ to $1\frac{1}{2}$ inch square	14	do.
25 pounds German steel	5	do.
50 pounds blockmakers' rivets, from 1 to 2 inches	15	do.
112 pounds iron hoops	4	do.
30,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inch	3	do.....
4,500 pounds square iron, from $\frac{3}{4}$ to $2\frac{1}{2}$ inch	2 $\frac{1}{2}$	do.
3,000 pounds flat iron, from $\frac{1}{4}$ to $1\frac{1}{2}$ inch thick, and from $1\frac{1}{4}$ to 9 inches wide	3	do.
600 pounds best cast steel, from $\frac{1}{2}$ to 3 inch, square	14	do.
150 pounds best cast steel, from $\frac{1}{2}$ to 3 inch, round	10	do.
100 pounds best cast steel, from $\frac{1}{2}$ to $1\frac{1}{2}$ inch, octagon	5	do.
200 pounds best shear steel, $\frac{1}{2}$ by 3 inches, flat	10	do.
150 pounds best large size blister steel	8	do.
50,000 pounds best Missouri pig lead	6 $\frac{1}{2}$	do.
3,000 pounds best slab zinc	7 $\frac{1}{2}$	do.
5,000 pounds best English or banca tin	29	do.
50 pounds best brazier's solder, long grained	25	do.
2 boxes of bright tin plate, IXRG, 10 by 14 inches	12 00	per box.
2 boxes of bright tin plate, XX, 12 by 17 inches	14 00	do.
1 coil of 1 inch lead pipe, weight say 200 pounds	9 $\frac{3}{4}$	per pound.
250 pounds pure tallow	12	do.
20,000 pounds plate iron, $\frac{1}{8}$ to $1\frac{1}{2}$ inch thick, from 20 to 60 inches wide, and 50 to 90 inches long	4	do.
15,000 pounds galley plate iron, as ordered	4 $\frac{3}{4}$	do.
8,000 pounds galley bar iron, as ordered	4	do.
5,000 pounds iron rivets, $\frac{1}{2}$ to 1 inch diameter	5 $\frac{1}{2}$	do.
500 pounds iron rivets, $\frac{1}{4}$ to under $\frac{1}{2}$ inch diameter	9	do.
10,000 pounds chain iron, from $\frac{3}{4}$ to $1\frac{1}{4}$ inch in diameter	4	do.
80,000 pounds chain iron, from $1\frac{3}{8}$ to 2 inches in diameter	3 $\frac{1}{2}$	do.
150,000 pounds best quality American ingot copper	22 $\frac{1}{2}$	do.
8 smith's bellows, each 32 inches wide and 44 inches long, exclusive of pipe, which is to be 10 inches, as per sample.	10 50	each.

Washington.

July 18 June 30

William D. Kennedy.....

25 tons No. 2 best American pig iron, 2,240 lbs. to the ton	24 50	do.
15 carpenter's adzes, handled.....	1 00	each.....
1 hollow adze, handled.....	1 50	do.
1 cooper's adze, handled.....	1 50	do.
15 carpenter's broad axes, handled.....	1 50	do.
1 cooper's broad ax, handled.....	2 50	do.
30 wood axes, handled.....	1 15	do.
2 pick axes, with hoe combined, handled.....	2 00	do.
4 dozen brad awls, handled.....	60	per dozen.
4 dozen wire awls, handled.....	60	do.
2 dozen shoemaker's awls, handled.....	90	do.
560 pounds anvils, estimated at about 140 pounds each...	7	per pound.
100 pounds copper burrs, assorted.....	45	do.
5 braces, wood, and bits, complete (48 bits).....	3 00	per set.
2 bevels, steel-tongued.....	50	each
4 dozen brass buttons, plate.....	1 10	per dozen.
5 dozen brass flush bolts, 4 to 6 inches by 1 to 1 1/4 inches	4 00	do.
2 spring balances, to weigh 150 pounds.....	2 00	each.
200 pounds sheet brass, assorted.....	35	per pound.
1 bung borer.....	1 00	each.
1 tap borer.....	50	do.
2 bells, complete, engineer's, per sample.....	5 00	do.
1 cooper's crow.....	3 00	do.
1 dozen carpenter's compasses.....	2 00	per dozen.
1 dozen cooper's compasses.....	2 00	do.
1 dozen armorer's compasses.....	6 00	do.
4 dozen firmer chisels, assorted, handled.....	3 00	do.
1/2 dozen socket chisels, assorted, handled.....	8 00	do.
12 sets couplings and boxes, complete, for hand pmups..	3 00	per set.
2 smith's callipers.....	50	each.
4 callipers, 6 to 24 inches, engineer's.....	1 50	do.
6 cranks and segments for bells, brass.....	50	do.
2 sets brass fixed-wheel castors.....	50	per set.
1 set dies, letters and figures, 3/8 inch.....	8 00	do.
2 glazier's diamonds.....	6 00	each.
6 brass dividers.....	50	do.
1 dozen brass plate escutcheons, assorted.....	50	per dozen.
1 dozen brass thread escutcheons, assorted.....	50	do.
1 pound brass escutcheon pins, assorted.....	1 00	do.
4 dozen taper files, 3 to 8 inches.....	2 00	do.
1 dozen rat-tail files, assorted.....	2 00	do.
1 dozen whip-saw files.....	3 00	do.

Brooklyn.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1859. July 18	1860. June 30	W. D. Kennedy—Contin'd	1 dozen flat bastard files, 8 to 14 inches 1 dozen flat smooth files, 8 to 14 inches 1 dozen safe-edge files, 8 to 12 inches 1 dozen hand smooth files, 10 to 14 inches 1 dozen half-round bastard files, 10 to 14 inches 1 dozen round bastard files, 8 to 12 inches 1 dozen 3-square bastard files, 6 to 10 inches 1 dozen 4-square bastard files, 8 to 14 inches 1 dozen cabinetmaker's wood-files, 8 to 12 inches 1 dozen cross-cut saw files 3 filters, with cock and couplings complete 6 6-inch gongs, with stop-cranks and fixtures complete 6 dozen nail gimlets, assorted 1 dozen spike gimlets, assorted ½ dozen carpenter's gauges 2 dozen firmer gouges, handled, assorted ½ dozen socket gouges, handled, assorted 24 gridirons 24 griddles 4 tinner's hammers, handled 4 saddler's hammers, handled 2 cooper's hammers, handled 12 rivet hammers, handled 4 hand hammers, handled 12 claw hammers, handled 24 hatchets, cast steel, handled 6 pairs brass butt hinges, 4 inch, shifting pins 48 pairs brass butt hinges, 3½ inch, shifting pins 72 pairs brass butt hinges, 3 inch, stationary pins 108 pairs brass butt hinges, 2½ inch, stationary pins 108 pairs brass butt hinges, 2 inch, stationary pins 2 pairs brass secretary hinges and fastenings complete, 5 by 5 inch	6 50 per dozen. 6 50 do. 6 00 do. 6 50 do. 6 50 do. 6 00 do. 4 00 do. 4 00 do. 4 50 do. 4 00 do. 1 00 each. 1 00 do. 50 per dozen. 1 50 do. 2 00 do. 3 00 do. 8 00 do. 20 each. 20 do. 50 do. 1 00 do. 1 00 do. 55 do. 60 do. 50 do. 40 do. 1 00 per pair. 85 do. 50 do. 30 do. 30 do. 80 do.	Brooklyn

2 pairs brass table hinges, 2 $\frac{1}{2}$ inches.....	50	do.
25 pairs iron butt hinges, 2 by 1 $\frac{1}{2}$ to 4 by 4 inch.....	40	do.
1 dozen brass cabin door hooks, 4 to 6 inches.....	6 00	per dozen.
2 dozen brass coat hooks.....	3 00	do.
10 dozen brass pantry hooks.....	1 00	do.
2 dozen japanned coat hooks.....	1 00	do.
2 dozen iron side hooks and eyes, 2 $\frac{1}{2}$ inch.....	40	do.
6 dozen iron flush handles, 2 $\frac{1}{2}$ inch.....	3 00	do.
6 waffle irons.....	50	each.
5 drawing knives.....	25	do.
6 putty knives.....	50	do.
2 dozen black walnut knobs.....	60	per dozen.
1 dozen mahogany knobs.....	60	do.
4 dozen brass knobs, $\frac{3}{4}$ inch.....	60	do.
2 dozen brass knobs and spindles.....	7 00	do.
1 pitch kettle, 16 to 20 inches diameter at top.....	2 00	each.
1 glue kettle.....	2 50	do.
20 iron tea kettles.....	25	do.
6 fish kettles.....	50	do.
12 camp kettles.....	50	do.
6 composition door lock keys.....	50	do.
6 dozen blank drawer lock keys.....	50	per dozen.
2 dozen blank padlock keys.....	75	do.
12 dozen iron padlocks, 2 $\frac{1}{2}$ to 3 inches.....	3 00	do.
6 dozen brass padlocks, 2 $\frac{1}{2}$ to 3 inches.....	6 00	do.
3 dozen brass dead locks, 5 inches.....	4 00	do.
12 dozen brass drawer locks, 2 $\frac{3}{4}$ to 3 $\frac{1}{4}$ inches.....	4 00	do.
$\frac{1}{2}$ dozen brass cupboard locks, 4 by 2 $\frac{1}{2}$ inches.....	6 00	do.
1 dozen brass book-case locks, 2 by 3 inches.....	5 00	do.
4 dozen brass wardrobe locks, 2 $\frac{1}{2}$ to 4 inches.....	4 00	do.
3 dozen brass mortice locks, 4 $\frac{1}{2}$ to 3 $\frac{1}{2}$ inches.....	4 00	do.
$\frac{1}{2}$ dozen brass chest locks, 3 $\frac{1}{2}$ inches.....	5 00	do.
1 dozen iron mortice locks, 3 $\frac{1}{2}$ and 4 inches.....	6 00	do.
1 dozen iron chest locks, 3 $\frac{1}{2}$ inches.....	4 00	do.
1 dozen iron drawer locks, assorted.....	6 00	do.
1 dozen iron closet locks, 2 $\frac{1}{2}$ and 4 inch.....	2 00	do.
<p>All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen.</p>		
1 molding plane.....	25	each

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 18	June 30	Wm. D. Kennedy—Con'd.	1 grooving plane, width of iron $\frac{1}{4}$ to 1 inch..... 6 smoothing planes, width of iron $1\frac{1}{2}$ to 2 inches..... 3 beading planes, width of iron $\frac{1}{4}$ to $\frac{3}{4}$ inch..... 6 carpenter's short jointer planes..... 12 carpenter's jack planes..... 1 plow plane and bits..... 1 pair match planes..... 1 cooper's long jointer plane..... 1 cooper's short jointer plane..... 1 cooper's block plane..... 1 turning lathe and tools, complete, for wood and iron... 2 pincers, assorted..... 6 plyers, cutting, and assorted..... 20 frying pans, assorted sizes..... 75 stew pans, assorted sizes..... 2 iron pots..... 30 rules, 2 feet, double and single jointed..... 10 wood rasps, assorted..... 50 pounds coppersmith's and assorted copper rivets..... 10 pounds copper hose rivets..... 5 pounds copper boat rivets..... 5 pounds tinner's iron rivets..... 75 pounds iron sheave rivets..... 50 pounds cooper's iron rivets..... 2 wood saws..... 12 hand saws..... 6 hand metal hack saws..... 6 hack saws, with frames..... 12 hack saw blades..... 1 dovetail saw..... 6 compass saws, 10 to 15 inches..... 6 keyhole saws and pads, 6 to 12 inches..... 2 tenon saws.....	\$1 50 each 1 50 do. 25 do. 50 do. 1 00 do. 1 00 per set. 50 per pair. 50 each. 50 do. 50 do. 40 00 per set. 1 00 each. 75 do. 15 do. 25 do. 1 50 do. 40 do. 20 do. 40 per pound. 50 do. 50 do. 50 do. 14 do. 15 do. 1 50 each. 2 00 do. 2 00 do. 2 00 do. 30 do. 1 00 do. 40 do. 50 do. 1 00 do.	Brooklyn.

1 sash saw.....	1 00	do.
2 cross-cut saws.....	4 00	do.
1 whip saw.....	2 00	do.
2 saw sets.....	1 00	do.
8 bench and clamp screws.....	25	do.
32 iron bed screws.....	8	do.
1 jack screw, 4 feet, equal to Ballard's.....	5 00	do.
50 gross brass screws, gimlet-point, Nos. 4 to 26.....	1 50	per gross.
50 gross iron screws, gimlet-point, Nos. 3 to 24.....	80	do.
3 spoke shaves.....	25	each.
1 bucket shave.....	25	do.
1 can shave.....	25	do.
1 in shave.....	25	do.
1 iron square, 2 feet.....	50	do.
2 steel squares, 2 feet.....	75	do.
1 trying square, 6-inch.....	50	do.
4 brass squares, sailmaker's.....	1 00	do.
12 steel coal shovels.....	1 12	do.
6 steel shovels.....	1 12	do.
6 steel scoop shovels.....	1 75	do.
6 steel spades.....	1 00	do.
50 ship scrapers, steel blades, handled.....	60	do.
1 tinner's bench shears.....	1 00	do.
3 tinner's hand shears.....	1 00	do.
1 pair sheep shears.....	1 00	do.
24 pairs scissors, lamp, and assorted.....	25	do.
2 edging stakes.....	2 00	do.
1 planishing stake.....	2 00	do.
4 screw plates and taps, large size.....	8 00	do.
4 screw plates and taps, small size.....	6 00	do.
1 stock, taps and dies, complete, large.....	5 00	per set.
2 pairs brass sash springs.....	50	per pair.
3,000 iron gimp tacks.....	15	per M.
100,000 iron cut tacks.....	12	do.
12 brass table fasteners, 2½ by 2½ inches.....	35	each.
100 pounds bench vises, 3½ to 5½-inch jaws.....	16	per pound.
5 hand vises.....	1 00	each.
50 pounds brass wire, assorted.....	30	per pound.
150 pounds copper wire, assorted.....	40	do.
25 pounds steel wire, assorted.....	20	do.
25 pounds iron ware, assorted.....	20	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 18	1860. June 30	Wm. D. Kennedy—Cont'd	6 water closet fixtures, water valves, stop cocks, china basins, complete..... 2 water closet basins, china..... 24 screw wrenches..... 500 pounds wood screw bolts, assorted, 3 to 4 inch..... 500 pounds pressed iron nuts..... 10,000 pounds pure dry white lead..... 2,000 pounds pure white lead, in oil, in 25 and 50 pound kegs..... 1,000 pounds black paint, in oil, in 25 and 50 pound kegs..... 1,500 pounds white zinc paint, in oil, equal to Dolan & Sons..... 3,000 pounds red lead, dry..... 900 pounds litharge, dry..... 3,000 pounds whiting, dry..... 1,500 pounds lamp black, dry..... 50 pounds French yellow ocher, dry..... 2 pounds Turkey umber, dry..... 16 pounds terra de sienna..... 75 pounds chrome yellow, dry..... 200 pounds chrome green, dry..... 16 pounds Indian red, dry..... 25 pounds verdegris, ground in oil..... 10 pounds Chinese vermilion, dry..... 2 pounds Chinese blue, dry..... 10 pounds Prussian blue, in oil..... 50 pounds gum shellac..... 50 pounds brown manganese..... 5 pounds ivory black..... 15 pounds Vandyke brown..... 5 pounds sugar of lead..... 10 pounds pumice stone..... 3,500 gallons linseed oil, raw.....	\$5 00 per set.... 1 00 each. 1 40 do. 13 per pound. 13 do. 7 do. 8 do. 5 do. 7 ¹ / ₂ do. 7 ¹ / ₂ do. 4 do. 1 do. 4 do. 3 do. 10 do. 10 do. 14 do. 12 do. 16 do. 25 do. 25 do. 60 do. 50 do. 18 do. 1 do. 10 do. 10 do. 12 do. 4 do. 67 per gallon.	Brooklyn.

500 gallons spirits of turpentine.....	50	do.
40 gallons spirits of wine, 95 per cent. proof.....	60	do.
20 gallons copal varnish.....	1 30	do.
10 gallons coach varnish.....	1 60	do.
30 gallons Japan varnish.....	50	do.
10 gallons harness varnish.....	1 25	do.
20 gallons white demar varnish.....	1 50	do.
25 gallons bright varnish.....	25	do.
300 pounds rigging leather, sides not less than 10 pounds each.....	42	per pound.
800 pounds pump leather, sides not less than 30 pounds each.....	35	do.
500 pounds bellows leather, sides not less than 6 pounds each.....	50	do.
150 pounds oil tanned leather, sides not less than 30 pounds each.....	35	do.
100 pounds dressed raw-hides, not less than 18 pounds each.....	25	do.
6 skins of buff leather.....	4 00	per skin.
25 clamp scrub brushes.....	15	each.
75 hand scrub brushes.....	20	do.
50 tar brushes, short handled.....	20	do.
50 whitewash brushes.....	80	do.
5 hand dusting brushes.....	30	do.
3 painter's dusting brushes.....	40	do.
6 varnish brushes.....	50	do.
12 paint brushes, 00.....	50	do.
18 paint brushes, 000.....	65	do.
18 paint brushes, 0000.....	70	do.
24 paint brushes, 00000.....	80	do.
48 paint brushes, 000000.....	80	do.
12 sash tool brushes.....	20	do.
6 glue brushes.....	20	do.
2 fitch hair brushes.....	10	do.
12 camel's hair brushes.....	4	each.
20 flue brushes, per sample.....	1 00	do.
1 pound of bristles.....	4 00	per pound.
20 barrels thin tar, containing not less than 30 gallons each.....	2 50	per barrel.
75 barrels pitch, containing not less than 300 pounds each.....	2 00	do.
20 barrels No. 1 rosin, containing not less than 300 pounds each.....	1 95	do.
15 barrels soft clear turpentine, containing not less than 280 pounds each.....	3 00	do.

LIST OF CONTRACTS—Continued.

Dates.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 18	1860. June 30	Wm. D. Kennedy—Cont'd	3 barrels coal tar, containing not less than 30 gallons each. 100 gallons tar oil..... 1 carboy muriatic acid—say 100 pounds..... 1 carboy sulphuric acid—say 100 pounds..... 5 pounds antimony..... 100 pounds metallic antimony..... 500 pounds beeswax..... 200 Bath bricks..... 6 hand-bellows, 12 inches..... 500 hickory brooms..... 900 corn brooms..... 50 pounds refined borax..... 200 pounds pure sperm candles..... 500 pounds white chalk..... 25 pounds red chalk..... 10 silver calls, (boatswain's)..... 300 bushels hardwood charcoal..... 3 brass bib cocks, $\frac{1}{2}$ to 1 inch..... 3 brass stop cocks, $\frac{1}{2}$ to 1 inch..... 100 lamp chimneys..... 500 pounds spun cotton..... 1,500 pounds cotton waste wiping stuff..... 10 skeins large catgut..... 25 pounds cane seating..... 6 water-closet cocks..... 1 bass drum..... 3 tenor drums..... 8 bass drum heads..... 8 tenor drum heads..... 3 drum snares..... 10 pounds emery, assorted..... 1 ream emery cloth..... 100 square feet boiler felting, per sample.....	\$1 00 per barrel. 50 per gallon. 3 per pound. 3 do. 30 do. 10 do. 42 do. 5 each. 1 00 do. 18 do. 20 do. 15 per pound. 46 do. 50 do. 5 do. 3 00 each. 20 per bushel. 2 00 each. 2 00 do. 20 do. 12 per pound. 8 do. 20 per skein. 55 per pound. 2 00 each. 12 00 do. 8 00 do. 2 00 do. 1 00 do. 75 do. 10 per pound. 10 00 per ream. 30 per sqr. ft.	Brooklyn.

30 bundles cooper's flags.....	20	per bundle.
1 glass, 60".....	2 00	each.
6 glasses, 30".....	1 00	do.
5 grindstones, 120 pounds each, mounted.....	3 00	do.
200 pounds best white gluc.....	18	per pound.
100 fish hooks, cod and assorted.....	1 00	per 100.
500 inches mast hoops, hickory.....	3	per inch.
20 hydrometers.....	1 50	each.
1 dozen ax handles.....	1 20	per dozen.
1 dozen hammer handles.....	1 00	do.
200 sheets large middle horn.....	10	per sheet.
3 cooper's marking irons.....	25	each.
2 dozen brass tea-kettle knobs.....	2 50	per dozen.
1 lead, Ogden's.....	10 00	each.
1 log, Massey's.....	10 00	do.
6 chalk lines, 80 to 100 feet each.....	50	do.
100 fishing lines, 240 feet each.....	30	do.
6 measuring lines, metallic, 100 feet each.....	1 50	do.
1 gross lamp wicks, woven.....	1 20	per gross.
1 gross lamp wicks, woven, circular.....	1 20	do.
100 pounds lamp wick yarn.....	23	per pound.
6 lamps, with reflectors, small size.....	1 00	each.
10 barrels of lime, of 200 pounds each.....	1 00	per barrel.
10 20-pound jars of chloride of lime.....	2 00	per jar.
1 pound pulverized black lead.....	16	per pound.
10 lamp screws, with double tubes.....	5	each.
100 pounds of mercury, in flasks.....	50	per pound.
50 sail needles.....	3 00	per 100.
50 seaming needles.....	3 00	do.
50 roping needles.....	3 00	do.
6 pounds oil stones, estimated at 3 pounds each.....	15	per pound.
2 paint stones and mullers.....	1 00	each.
12 life preservers.....	2 00	do.
10 pounds potash.....	20	per pound.
50 mounted palms, seaming.....	30	each.
50 mounted palms, roping.....	30	do.
100 pounds round packing for piston rods.....	75	per pound.
6 sets pokers, shovels, and tongs.....	2 25	per set.
2 reams heavy wrapping paper.....	4 00	per ream.
10 reams sand paper, assorted.....	1 75	do.
50 pounds rubber sheet packing.....	40	per pound.
100 pounds rubber gaskets, per patterns.....	60	do.

1 set truss hoops.....	1 00	per set
1 lead, Errichson's or Ogden's.....	10 00	each.
1 log, Massey's.....	10 00	do.
25 fishing lines, 240 feet each.....	25	do.
2 lines, log.....	2 00	do.
3 chalk lines, from 80 to 100 feet.....	50	do.
5 gross lampwicks, woven.....	1 20	per gross.
2 gross lampwicks, woven, circular.....	1 20	do.
5 lamps with reflectors, small size.....	1 00	each.
9 pounds lampwick, yarn.....	26	per pound.
16 life preservers.....	2 00	each.
200 sail needles, 4 to 8 thread.....	2 00	per 100.
300 seaming needles.....	2 00	do.
3 mounted palms, sewing.....	80	each.
43 mounted palms, roping.....	40	do.
$\frac{1}{4}$ ream sand-paper, assorted.....	5 00	per ream.
3 pounds rotten-stone, in lumps.....	10	per pound.
2 pounds sal ammoniac.....	25	do.
1 seine of tanned flax, 80 fathoms, with bag and sinkers, complete.....	80 00	each.
6 pounds oil-stones, estimated at 3 pounds each.....	50	per pound.
2 grind-stones, 140 pounds each, mounted.....	7 50	each.
1 paint stone and muller.....	4 00	do.
12 pounds mop yarn.....	45	per pound.
1,100 pounds wrought-iron nails, 6d to 30d.....	7	do.
2,400 pounds iron cut nails, from 4d to 40d.....	4	do.
200 pounds iron finishing nails, from $\frac{1}{2}$ to 2 inches.....	8	do.
400 pounds iron cut spikes, from 4 to 8 $\frac{1}{2}$	4 $\frac{1}{2}$	per pound.
600 pounds rigging leather, sides not less than 10 pounds.....	38	do.
20 pounds pump leather, sides not less than 30 pounds.....	38	do.
15 pounds bellows leather, sides not less than 6 pounds.....	50	do.
2 skins of buff leather.....	2 00	per skin.
9 pounds dressed raw-hides, not less than 18 pounds.....	35	per pound.
13 barrels thin tar, each containing not less than 30 gallons.....	2 50	per barrel.
50 barrels Wilmington pitch, each containing not less than 300 pounds.....	2 35	do.
12 barrels soft clear turpentine, each containing not less than 280 pounds.....	4 00	do.
1 barrel coal tar, each containing not less than 30 gallons.....	4 00	do.
65 gallons tar oil.....	55	per gallon.
200 gallons winter-stained oil, sperm.....	1 50	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 18	1860. June 30.	Wm. D. Kennedy—Cont'd.	50 gallons best lard oil for lubricating.....	\$1 10 per gallon.	Philadelphia.
			25 gallons neatsfoot oil.....	25 do.	
			30 gallons fish oil.....	20 do.	
			20 pounds best hard brown soap.....	8½ per pound.	
			425 pounds pure beef tallow.....	13 do.	
			1,000 pure white lead, in oil, in 25 and 50 pound kegs, equal to Lewes's or Wetherall's.....	8½ do.....	Washington.
			500 pounds pure white zinc, in oil, equal to best New Jersey.....	8 do.	
			100 pounds pure black paint, in oil.....	5 do.	
			4,000 pounds pure red lead, dry.....	7 do.	
			200 pounds pure litharge, dry.....	7 do.	
			100 pounds pure lamp-black, dry.....	6 do.	
			20 pounds pure chrome yellow, dry.....	16 do.	
			20 pounds pure chrome green, dry.....	20 do.	
			350 gallons pure linseed oil, raw.....	71 per gallon.	
			100 gallons pure spirits turpentine.....	50 do.	
			5 gallons pure copal varnish.....	1 75 do.	
			20 gallons pure Japan varnish.....	1 00 do.	
			2 gallons pure white demar varnish.....	2 00 do.	
			10 gallons pure Pennsylvania zinc dryer.....	1 00 do.	
			100 port glasses, 7¼ inches in diameter by 1½ inch thick, to be clear white glass, polished, per sample.....	1 50 each.	
			50 lights, 6 by 8 inches, double thick crown glass.....	14 per light.	
			60 lights, 14 by 22 inches, double thick crown glass.....	35 do.	
			70 lights, 11 by 16 inches, double thick crown glass.....	26 do.	
			20,000 pounds pure dry white lead.....	7½ per pound.	Gosport.
			1,000 pounds white zinc paint, in oil.....	8 do.	
			500 pounds red ocher.....	1¼ do.	
			3,000 pounds whiting.....	1 do.	
			1,000 pounds lamp-black.....	4 do.	
			1,000 pounds French yellow ocher.....	2 do.	
			150 pounds chrome green.....	20 do.	

July 19 June 30 F. A. Chadwick.....

100 pounds Indian red.....	12	do.	
100 pounds Venetian red, dry, English.....	3	do.	
5 pounds Prussian blue.....	1 00	do.	
10 pounds ultramarine blue.....	30	do.	
60 pounds gum shellac.....	15	do.	
3,000 gallons linseed oil, raw.....	70	per gallon.	
600 gallons spirits turpentine.....	50	do.	
40 gallons spirits wine.....	60	do.	
30 gallons zinc drying oil.....	1 10	do.	
4,000 pounds rigging leather, sides not less than 10 pounds.....	38	per pound.	
500 pounds pump leather, sides not less than 30 pounds.....	36	do.	
500 pounds bellows leather, sides not less than 6 pounds.....	50	do.	
10 skins, (buckskin).....	4 00	per skin.	
180 pounds dressed raw hides, (best Spanish,) not less than 18 pounds.....	28	per pound.	
20 barrels thin tar, each containing not less than 30 gallons.....	2 50	per barrel.	
50 barrels pitch, each containing not less than 300 pounds.....	2 25	do.	
200 gallons tar oil.....	55	per gallon.	
1,000 gallons winter-strained sperm oil.....	1 55	do.	
200 gallons best quality lard oil, for lubricating.....	1 10	do.	
36 gallons neatsfoot oil.....	1 10	do.	
4 gallons sweet oil.....	1 70	do.	
600 gallons fish oil.....	20	do.	
100 pounds best hard brown soap.....	8½	per pound.	
60 pounds best salt-water soap.....	8	do.	
50 pounds old Castile soap.....	16	do.	
4,000 pounds pure beef tallow.....	12	do.	
1,000 pounds pig lead.....	6	do.....	Philadelphia.
300 pounds drawn lead pipe, from ½ to 2½ ins. diameter.....	7	do.	
180 pounds sheet zinc.....	8	do.	
800 pounds banca tin.....	31	do.	
8 pounds brazier's or spelter solder.....	25	do.	
10 pounds tinner's or soft solder.....	23	do.	
2 boxes tin plate, X 14 by 20.....	11 50	per box.	
2 boxes tin plate, X 10 by 14.....	11 00	do.	
3 boxes tin plate, XX 14 by 20.....	13 50	do.	
5 adzes, carpenter's, handled.....	1 88	each.	
2 axes, junk, handled.....	1 50	do.	
1 adze, hollow, handled.....	2 00	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 19	1860. June 30	F. A. Chadwick—Cont'd...	2 adzes, cooper's, handled..... 5 axes, broad, handled..... 4 axes, wood, handled..... 3 axes, pick, with hoe combined, handled..... 3 dozen awls, brad, handled..... 2 dozen awls, wire, handled..... 140 pounds anvil, estimated at 140 pounds each..... 1 brand, ship's name..... 4 pounds burrs, copper, assorted..... 2 braces and bits, wood, complete, 48 bits..... 3 braces and bits, iron, complete, 20 bits..... 2 bevels, steel-tongued..... 4 dozen buttons, plate, brass, 1½ to 2 inch..... 6 dozen bolts, flush, brass, 2 by 5 inches..... 1 dozen bolts, flush, brass, 4 by ¾ inch..... 1 dozen bolts, flush, brass, 1½ by 2 inches..... 1 dozen bolts, barrel, brass, 4 to 6 inches..... 1 borer, bung..... 1 borer, tap..... 60 pounds brass, sheet..... 2 dozen compasses, carpenter's..... 2 candlesticks..... 24 chisels, firmer, assorted, handled..... 12 chisels, socket, handled..... 18 catches, brass, cupboard, No. 2..... 1 dozen castors, brass, 2-inch socket..... 1 dozen castors, brass, sofa, large size..... 2 compasses, iron, armorer's..... 3 pairs callipers, smith's..... 2 crows..... 1 divider, brass, sailmaker's..... 1 set dies, letters and figures, ¾ inch..... 1 diamond, glazier's.....	1 25 each..... 2 25 do. 1 50 do. 1 00 do. 50 per dozen. 50 do. 2 per pound. 2 00 each. 44 per pound. 7 22 per set. 2 00 do. 50 each. 45 per dozen. 60 do. 1 20 do. 3 00 do. 6 12 do. 63 each 63 do. 32 per pound. 4 00 per dozen. 4 each. 25 do. 37½ do. 1 00 do. 4 50 per dozen. 2 00 do. 25 each. 25 do. 25 do. 25 do. 2 00 per set. 5 00 each	Philadelphia.

1 drill, stock-press	50	do.
6 dozen escutcheons, plate, brass.....	12	per dozen.
6 dozen escutcheons, thread.....	4	do.
1 pound escutcheon-pins, assorted.....	45	per pound.
6 dozen files, hand-saw, 5 to 6 inch.....	1 40	per dozen.
2 dozen files, whip saw.....	1 38	do.
6 dozen files, cross-cut saw.....	4 13	do.
1 dozen files, fine saw.....	50	do.
12 files, flat, (bastard,) 15 to 18 inch.....	83	each.
12 files, fine, 15 to 18 inch.....	1 00	do.
6 files, square, 15 to 18 inch.....	83	do.
12 files, half-round, (bastard,) 15 to 18 inch.....	87 $\frac{1}{2}$	do.
6 files, three-sided, 12-inch.....	40	do.
6 files, rat-tail, 12-inch.....	40	do.
2 flagging irons.....	25	do.
24 gimlets, nail, assorted.....	2 $\frac{1}{2}$	do.
6 gimlets, spike.....	6	do.
12 gouges, firmer, handled, assorted.....	25	do.
6 gouges, socket.....	25	do.
2 gridirons.....	15	do.
1 griddle.....	15	do.
2 hatchets, handled.....	50	do.
6 pairs hinges, brass, butt, shifting pins, 5 $\frac{1}{2}$ by 6 inches.....	25	per pair.
24 pairs hinges, brass, butt, shifting pins, 3 $\frac{1}{2}$ by 4 inches.....	25	do.
24 pairs hinges, brass, butt, shifting pins, 3 by 3 $\frac{1}{2}$ inches.....	25	do.
120 pairs hinges, brass, butt, stationary pins, 1 $\frac{1}{2}$ by 4 inches.....	20	do.
18 pairs hinges, brass, butt, secretary drawer and fastening.....	10	do.
6 pairs hinges, brass butt, table, 2 by 4 inches.....	10	do.
48 pairs hinges, iron, butt, 2 to 4 inches.....	8	do.
6 pairs hinges, iron, butt, strap, chest, 12 to 18 inches.....	50	do.
5 dozen hooks, coat and hat, with porcelain knobs.....	1 75	per dozen.
7 dozen hooks, cabin door, brass, 3 to 6 inches.....	2 00	do.
10 dozen hooks, pantry, brass, assorted sizes.....	31	do.
1 dozen hooks, lamp, brass.....do.....	67	do.
24 hasps, iron, joint, and staples.....	2	each.
2 hammers, claw, handled.....	37 $\frac{1}{2}$	do.
1 hammer, wrench, handled.....	25	do.
4 hammers, riveting, handled.....	50	do.
3 hammers, tinner's, handled.....	50	do.
2 hammers, saddler's, handled.....	62	do.

LIST OF CONTRACTS—Continued.

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REPORT OF THE

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 19	1860. June 30	F. A. Chadwick—Cont'd...	2 dozen handles, iron, flush, Nos. 2 and 3.....	\$0 15 per dozen..	Philadelphia.
			3 knives, sail, steel blades.....	31 each.	
			2 knives, shoemaker's.....	6 do.	
			4 knives, drawing.....	67 do.	
			3 knives, putty.....	25 do.	
			3 knives, pallet.....	15 do.	
			1 knife, rounding.....	20 do.	
			1 knife, hollow.....	20 do.	
			2 kettles, iron, tea.....	62 do.	
			1 kettle, glue.....	62 do.	
			2 kettles, copper, tea.....	2 50 do.	
			1 kettle, fish.....	1 75 do.	
			1 kettle, pitch, No. 63.....	9 00 do.	
			5 dozen knobs, black walnut, $\frac{1}{2}$ to 2 inch.....	15 per dozen.	
			2 dozen knobs, mahogany.....do.....	15 do.	
			10 dozen knobs, screw, brass, $\frac{1}{2}$ to 1 $\frac{1}{2}$ inch.....	75 do.	
			1 dozen knobs, mineral.....	1 25 do.	
			1 dozen knobs, porcelain.....	3 00 do.	
			2 dozen knobs, screw, porcelain, $\frac{3}{4}$ to 1 $\frac{1}{4}$ inch.....	37 do.	
			1 lathe and tools, turning.....	25 00 each.	
			2 ladles, iron.....	6 do.	
			1 ladle, pitch.....	10 do.	
			12 locks for lockers.....	25 do.	
			1 dozen locks, brass, mortise, 3 by 4 inches, in thick- ness $\frac{5}{8}$ of an inch, brass keys, furniture plated, white porcelain knobs complete, right and left.....	1 50 per dozen.	
			5 dozen locks, brass, drawer, 2 to 2 $\frac{3}{4}$ inch.....	3 00 do.	
			2 dozen locks, brass, chest, 2 to 3 inch.....	3 00 do.	
			1 dozen locks, brass, closet, 2 to 3 inch, right and left.....	3 00 do.	
			2 dozen locks, brass, pad, 2 $\frac{1}{2}$ to 3 inch.....	7 00 do.	
			1 dozen locks, brass, bookcase and wardrobe, 2 by 3 inches.....	3 00 do.	
			2 dozen table fastenings, per sample, brass.....	1 00 do.	

2 dozen locks, iron, chest, 2½ and 3 inch	2 00	do.
2 dozen locks, iron, drawer, 2 to 2¾ inch	3 00	do.
2 dozen locks, dead, wrought iron, 6 inch.....	1 50	do.
3 dozen locks, iron pad, 2½ to 3 inch	3 00	do.
6 dozen locks, 6 inch, upright, rim knobs, reversed bevels, with mineral knobs, complete	1 50	do.
All the locks to be spring and tumbler, with brass works, keys of brass, to differ, except the drawer locks, which may have three kinds of keys to the dozen.		
1 beck, iron.....	50	each.
1 marking iron.....	2 00	do.
2 pairs match planes	1 00	per pair.
1 plane, rabbet.....	50	each.
2 planes, long jointer	1 25	do.
2 planes, smoothing, width of iron 1¼ to 2 inches	63	do.
2 planes, grooving, width of iron ¼ to 1 inch.....	1 25	do.
4 planes, short jointers	1 00	do.
2 planes, beading, width iron ¼ to 3 inches.....	1 25	do.
3 planes, jack.....	67	do.
3 planes, molding	1 25	do.
2 planes, plow.....	4 50	do.
1 plane, block	1 00	do.
1 pincers, shoemaker's	50	do.
1 pincers, carpenter's.....	50	do.
5 plyers.....	10	do.
2 pans, frying	75	do.
5 pans, stew.....	75	do.
2 pans, bake.....	50	do.
1 pot, iron.....	1 00	do.
6 rules, 2 feet, double and single jointed	37	do.
1 dozen rings, brass, flush, 1½ and 2	18	per dozen.
3 dozen rings, brass, screw, ½ to 1 inch.....	18	do.
6 rasps, wood, assorted.....	37	each.
10 pounds rivets, iron, assorted sizes.....	10	per pound.
5 pounds rivets, iron, cooper's.....	10	do.
1 shave, spoke.....	31	each.
1 shave, can.....	35	do.
1 shave bucket.....	1 00	do.
1 shave, in	50	do.
3 saws, wood, framed	62½	do.
9 saws, hand	1 25	do.
2 saws, compass, 10 to 15 inch	30	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850. July 19	1860. June 30	F. A. Chadwick—Cont'd...	1 saw, key-hole and pad, 6 to 12 inch..... 2 saws, cross-cut, 6 feet..... 1 saw, whip..... 1 saw, sash..... 1 saw, panel..... 1 saw tenon..... 3 saws, hack, with frames..... 6 saws, hack, blades..... 1 saw, dovetail..... 1 square, brass, sailmaker's..... 3 dozen springs, brass, sash, per sample..... 1 set, saw..... 2 squares, iron..... 2 squares, trying..... 55 gross screws, brass, gimlet-point, Nos. 3 to 24, from $\frac{3}{4}$ to 4 inches..... 55 gross screws, iron, gimlet-point, Nos. 3 to 24, from $\frac{3}{4}$ to 4 inches..... 4 screw-drivers, handled..... 50 ship scrapers, steel blades, handled..... 2 segments for bells..... 1 steelyard..... 1 shovel and tongs..... 12 shovels, coal, steel..... 1 spade..... 1 shears, bench, tinner's..... 2 shears, hand..... 3 shears, sheep..... 1 stake, iron..... 1 stake, edging..... 1 stake, planishing..... 2 screw plates and taps, large size..... 2 screw plates and taps, small size.....	\$0 50 each... 3 00 do. 8 00 do. 1 75 do. 1 50 do. 1 12 do. 87 $\frac{1}{2}$ do. 25 do. 75 do. 25 do. 50 per dozen. 75 do. 25 do. 37 $\frac{1}{2}$ do. 30 per gross. 1 50 do. 33 each. 42 do. 75 do. 75 do. 75 do. 1 00 do. 75 do. 2 00 do. 50 do. 50 do. 2 75 do. 4 00 do. 2 00 do. 9 00 do. 3 00 do.	Philadelphia.

July 19 June 30 L. O. Southmayd.....

2 dozen springs, galvanized, sofa, large size	2 00	per dozen.	
4 screws, clamp, wood	37	each.	
3 dozen iron bedstead screws, 8 inch.....	50	per dozen.	
1 screw, bench.....	1 50	each.	
1 screw, jack, 4 feet, equal to Ballard's.....	23 00	do.	
2,000 sprigs, iron.....	10	per M.	
1 tape, measuring, metallic, 100 feet.....	4 00	each.	
2 tormentors.....	12	do.	
2 tinder-boxes and steels.....	6	do.	
45,000 tacks, iron, cut, 3 to 18 oz.....	7	per M.	
7,000 tacks, iron, gimp.....	6	do.	
2 trumpets, hand.....	1 00	each.	
120 pounds vises, bench, from 3½ to 5½ inch jaws	13	per pound.	
3 vises, hand	50	each.	
1 wrench, shifting, large.....	1 00	do.	
100 pounds wire, brass, assorted, Nos. 0 to 30.....	20	per pound.	
50 pounds wire, steel.....	30	per pound.	
100 pounds wire, iron, Nos. 0 to 30.....	20	do.	
100 pounds wire, copper.....	50	do.	
1 waffle-iron.....	25	each.	
1,000 feet, board measure, clear, tough white oak boat boards, ¾ to 1½ inch thick.....	39 00	per M feet.	Brooklyn.
500 feet, board measure, clear white ash boards, 1 inch thick and under.....	30 00	do.	
10,000 feet, board measure, clear white ash plank, 1¼ to 2 inch.....	30 00	do.	
3,000 feet, board measure, clear white ash plank, 2¼ to 4 inch.....	30 00	do.	
4,000 feet, board measure, clear cypress boards and plank, from ¾ to 1¼ inch.....	34 00	do.	
4,000 feet white ash, finished oars, from 12 to 18 feet long.....	5¼	per foot.	
16 white heart hickory bars, from 12 to 14 feet long.....	2 00	each.	
10 white heart hickory bars, 6 feet long.....	40	do.	
5,000 feet, board measure, clear, tough, white oak boat boards, from 1 inch to 2 inches thick.....	39 00	per M feet.	Philadelphia.
4,000 feet, board measure, clear white ash boards, 1 inch thick and under	30 00	do.	
13,000 feet, board measure, clear white ash plank, 1¼ to 2 inches.....	30 00	do.	
2,500 feet, board measure, clear white ash plank, 2¼ to 4¼ inches.....	30 00	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 19	June 30	L. O. Southmayd—Cont'd.	15,000 feet, board measure, clear cypress boards and plank, from $\frac{3}{4}$ to $1\frac{1}{2}$ -inch.....	\$38 00 per M feet.	Philadelphia.
July 19	June 30	Wesley Smith.....	100 cords of oak wood.....	5 50 per cord.	Brooklyn.
			5 cords of pine wood.....	7 50 do.	
			100 cords of hickory wood.....	7 50 do.	
			1,000 feet, board measure, black walnut, 1 to 3 inches thick.....	45 00 per M feet.	
			100 feet, board measure, black walnut branch veneers.....	60 00 do.	
			300 feet, board measure, St. Domingo mahogany plank, 1 to 4 inch.....	160 00 do.	
			100 feet, board measure, beach plank, 12 inches wide, $1\frac{1}{2}$ inch thick.....	50 00 do.	
			200 feet, board measure, cherry plank and boards, 1 to 2 inches thick.....	60 00 do.	
			25 maple joists, 4 inches square, 13 feet long.....	45 per piece.	
			1,000 pieces white oak staves, in length 56 inches.....	10 $\frac{3}{4}$ do.	
			1,000 pieces white oak staves, in length 44 inches.....	9 $\frac{3}{4}$ do.	
			1,000 pieces white oak staves, in length 34 inches.....	8 $\frac{3}{4}$ do.	
			500 pieces white oak headings, in length 32 inches.....	7 $\frac{3}{4}$ do.	
			1,000 pieces prime white ash barrel staves.....	4 $\frac{3}{4}$ do.	
July 19	June 30	Sturdevant & Bro.....	1,000 pounds drawn lead pipe, from $\frac{1}{2}$ to 3 inches diameter.....	7 $\frac{38}{100}$ per lb.	Kittery.
			1,500 pounds sheet zinc.....	8 do.	
			300 pounds slab zinc.....	7 $\frac{30}{100}$ do.	
			100 pounds banca tin.....	34 do.	
			1 box tin plate, IX.....	15 00 per box.	
			15 barrels thin tar, each containing not less than 30 gallons.....	3 00 per barrel.	
			40 barrels pitch, each containing not less than 300 pounds.....	2 00 do.	
			10 barrels No. 1 rosin, each containing not less than 300 pounds.....	2 25 do.	
			20 barrels soft clear turpentine, each containing not less		

than 280 pounds.....	4 50	do.
50 pounds beeswax.....	39	per pound.
100 brooms, hickory.....	20	each.
150 brooms, corn.....	30	do.
25 pounds pure sperm candles.....	40	per pound.
50 pounds chalk, white.....	2	do.
6 calls, silver.....	3 00	each.
24 chimneys, lamp.....	12	do.
1,000 pounds cotton waste, wiping stuff.....	12	per pound.
6 skeins large catgut.....	50	per skein.
6 pounds emery, assorted.....	12	per pound.
2 reams emery, cloth.....	9 00	per ream.
2 glasses, 60".....	80	each.
2 glasses, 30".....	50	do.
2 grindstones, 120 pounds each, mounted.....	10 00	do.
100 pounds glue, best white.....	23	per pound.
2 leads, Ogden's.....	20 00	each.
1 log, Massey's.....	24 00	do.
18 lines, fishing, 240 feet.....	80	do.
2 lines, measuring, metallic, 100 feet.....	4 00	do.
2 gross lampwick, wove.....	75	per gross.
5 barrels lime, of 200 pounds each.....	1 00	per barrel.
6 jars chloride lime, in 20-pound jars.....	3 00	per jar.
25 lamp screws, with double tubes.....	4	each.
25 filling screws.....	4	do.
1 paintstone and muller.....	6 00	do.
50 needles, roping.....	3 00	per 100.
100 needles, seaming.....	2 50	do.
100 needles, sail.....	2 50	do.
6 pounds oil stones, estimated at 3 pounds each.....	30	per pound.
18 preservers, life.....	2 30	each.
200 pounds potash.....	8	per pound.
12 palms, mounted, sewing.....	50	each.
12 palms, mounted, roping.....	50	do.
200 pounds rubber, sheet, packing.....	40	per pound.
5 reams sand paper, assorted.....	2 50	per ream.
30 pounds sulphur, flour of.....	10	per pound.
30 pounds soapstone, pulverized.....	6	do.
1 seine of tanned flax, 80 fathoms, with bag and sinkers, complete.....	90 00	each.
6 thermometers.....	1 00	do.
2 sets turning tools, for wood.....	6 00	per set.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. July 19	1860. June 30	Sturdevant & Bro—Cont'd.	6 pounds tufting twine.....	\$0 40 per pound.	Philadelphia.
			35 pounds flax whipping twine.....	40 do.	
			3 pounds shoe thread.....	70 do.	
			30 pounds seine twine.....	38 do.	
			100 pounds sewing flax.....	37 do.	
			100 pounds cotton twine, 5 to 8-thread.....	26 do.	
			25 pounds seine flax twine.....	38 do.	
			56 pounds best pump leather, to weigh not less than 28 pounds to the side.....	37 do.....	Washington.
			200 pounds flax whipping twine.....	39 do.....	Gosport.
			100 pounds flax seine twine.....	40 do.	
			800 pounds cotton twine, 5 to 8-thread.....	26 do.	
			400 lights, 14 by 18, double thick crown glass.....	24 per light.	
			300 lights, 16 by 22, double thick crown glass.....	30 do.	
			6 lights green glass.....	50 do.	
			6 lights red glass.....	50 do.	
			500 pounds drawn lead pipe, from ½ to 2½ inches diameter.....	8 per pound.	Warrington.
			500 pounds pig lead.....	7 do.	
			50 pounds sheet zinc, 16-oz.....	10 do.	
			50 pounds banca tin.....	36 do.	
			20 pounds braziers' or spelter solder.....	35 do.	
			4 boxes tin plate, XX.....	14 00 per box.	
			10 boxes tin plate, IC, 10 by 14.....	9 70 do.	
			5 boxes tin plate, IC, 14 by 20.....	11 00 do.	
			280 pounds anvils, estimated at 140 pounds each.....	8 per pound.	
			2 braces and bits, iron, complete (48 bits).....	3 00 per set.	
			6 dozen bolts, flush, brass, 6 by 1¼ inch.....	4 50 per dozen.	
			2 dozen bolts, neck, brass, 6 inches.....	5 00 do.	
			2 balances, spring, to weigh 25 pounds.....	50 each.	
			4 balances, spring, to weigh 50 pounds.....	60 do.	
			3 coopers' crows.....	2 50 do.	
			6 compasses, armorer's.....	50 do.	
			6 smith's callipers.....	50 do.	

12 cranks and segments for bells, brass.....	50	do.
1 set of dies, cast steel, letters and figures, $\frac{3}{8}$ -inch.....	13 00	per set.
4 ratchet drills, assorted sizes.....	10 00	each.
2 sets of drills with box and bow.....	3 00	per set.
24 pairs secretary hinges and fastenings, complete, brass, 5 by 5.....	70	per pair.
24 pairs secretary quadrants, complete, brass.....	50	do.
24 pairs table hinges, brass, $2\frac{1}{2}$ inches.....	25	do.
2 dozen cabin-door hooks, brass, complete.....	3 50	per dozen.
20 dozen pantry hooks, brass.....	50	do.
10 dozen coat and hat hooks, brass.....	2 20	do.
12 dozen assorted side hooks and eyes, $2\frac{1}{2}$ inches.....	50	do.
3 camp kettles.....	3 00	each.
8 dozen brass drawer locks, $2\frac{1}{2}$ inches.....	2 60	per dozen.
8 dozen brass cupboard locks, $3\frac{1}{2}$ inches, right and left.....	3 75	per dozen.
2 dozen brass closet locks, $2\frac{1}{2}$ and 4 inches, right and left.....	4 00	do.
20 pairs brass butt hinges, shifting pins, $4\frac{1}{2}$ by 4.....	1 20	per pair.
20 pairs brass butt hinges, shifting pins, $3\frac{1}{2}$ by $3\frac{1}{4}$	70	do.
12 iron ladles.....	1 00	each.
12 smoothing planes, width of iron $1\frac{1}{4}$ to 2 inches.....	80	do.
12 frying pans, assorted sizes.....	60	do.
20 pounds copper boat-rivets.....	60	per pound.
100 pounds cooper's iron rivets.....	13	do.
6 hack saws, with iron frames.....	3 00	each.
12 hack-saw blades to suit.....	50	do.
12 clamp screws, wood.....	50	do.
20 gross brass screws, assorted, gimlet-points, Nos. 4 to 26.....	1 30	per gross.
30 gross iron screws, assorted, gimlet-points, Nos. 3 to 24.....	70	do.
2 tinner's bench shears.....	7 00	each.
2 tinner's hand shears.....	4 00	do.
2 edging stakes.....	5 00	do.
2 planishing stakes.....	13 00	do.
12 pairs scissors, large size.....	40	per pair.
1,000 iron gimp tacks.....	20	per M.
24 table fasteners, brass.....	25	each.
100 pounds brass wire, $\frac{1}{4}$ inch diameter.....	32	per pound.
10 pounds flax whipping twine.....	45	do.
25 pounds flax seine twine.....	45	do.
50 pounds cotton twine, 5 to 8 thread.....	29	do.
20 port glasses, 6 inches diameter, 1 inch thick, polished.....	1 25	each.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1859. July 19	1860. June 30	Sturdevant & Bro—Cont'd.	12 clear magazine lenses, 12 inches diameter, 1½ inches thick, polished..... 24 straight deck-lights, 10 by 3 inches..... 6 lights green glass..... 6 lights red glass..... 50 pounds beeswax..... 100 corn brooms..... 100 pounds sperm candles, pure..... 3 silver calls..... 30 lamp chimneys..... 5 pounds copperas..... 500 pounds spun cotton..... 10 pounds cotton packing..... 48 water closet cocks..... 2 tenor drums..... 4 tenor drum heads..... 4 drums snares..... 2 reams emery cloth..... 100 square yards boiler felting..... 6 glasses, 60"..... 6 glasses, 30"..... 6 bundles cooper's flags..... 12 dozen chalk lines, assorted sizes..... 12 metallic measuring lines, 100 feet..... 2 gross lamp wicks, woven..... 1 gross lamp wicks, woven, circular..... 1 dozen brass hand lamps..... 6 lamps, with reflectors, small size..... 5 jars chloride of lime, in 20 pound jars..... 5 pounds pulverized black lead..... 25 mounted palms, sewing..... 25 mounted palms, roping..... 3 sets pokers, shovel, and tongs, large sizes, of iron.....	\$7 50 each..... 80 do. 1 00 do. 1 00 do. 40 per pound. 30 each. 40 per pound. 3 00 each. 12 do. 10 per pound. 12 do. 30 do. 1 76 each. 9 00 do. 1 00 do. 40 do. 9 00 per ream. 2 00 per sq. yd. 1 00 each. 1 00 do. 20 per bundle. 1 50 per dozen. 4 09 each. 1 00 per gross. 1 00 do. 70 each. 1 50 do. 3 00 per jar. 10 per pound. 40 each. 50 do. 3 00 per set.	Warrington

				1 ream glass paper.....	3 00	per ream.	
				300 pounds rubber sheet packing.....	36	per pound.	
				25 pounds thrums.....	40	do.	
				12 thermometers.....	1 00	each.	
July	20	June	30	J. McCusker.....	3 00	per ream.	
				2 sets turning tools for wood.....	5 00	per set.	
				1 ton lignumvitæ, 3 to 5 inches.....	23 00	per ton...	Philadelphia.
				2 tons lignumvitæ, 5½ to 8 inches.....	35 00	do.	
				3 tons lignumvitæ, 8½ to 12 inches.....	40 00	do.	
July	21	May	15	S. Patterson.....	54 00	do.	
July	22	June	30	W. W. Campbell.....	32	per cubic ft.	Philadelphia.
				1 ton lignumvitæ, 12½ to 16 inches.....			
				3,000 cubic feet white oak curve timber.....			
				35,000 feet, board measure, white pine boards, No. 1, from ½ to 1 inch, inclusive.....	37 00	per M feet.	Brooklyn.
				30,000 feet, board measure, white pine plank, No. 1, from 1¼ to 2 inch, inclusive.....	38 00	do.	
				5,000 feet, board measure, white pine plank, No. 1, from 2¼ to 3 inch, inclusive.....	40 00	do.	
				1,000 feet, board measure, white pine plank, No. 1, from 3¼ to 4 inch, inclusive.....	40 00	do.	
				30,000 feet, board measure, white pine boards, No. 2, from ½ to 1 inch, inclusive.....	25 00	do.	
				30,000 feet, board measure, white pine plank, No. 2, from 1¼ to 2 inch, inclusive.....	28 00	do.	
				5,000 feet, board measure, white pine plank, No. 2, from 2¼ to 3½ inch, inclusive.....	30 00	do.	
				10,000 feet, board measure, white pine box boards.....	17 00	do.	
				10,000 feet board measure, white pine stage plank, 3 inch.	25 00	do.	
				1,000 pieces No. 2 Albany plank.....	25	per piece.	
July	25	June	30	Shryock & Co.....	20	do.	
				1,000 pieces No. 2 Albany boards.....	6	per foot...	Philadelphia.
				300 board feet maple veneers.....			
				3,000 feet, board measure, cherry, from ½ to 3 inches thick.....	45 00	per M feet.	
July	25	June	30	W. H. Shaffer.....	6	per foot.	
				300 feet, board measure, black walnut branch veneers....	7	per pound.	Kittery.
				3,000 pounds pure dry white lead.....	7½	do.	
				500 pounds white zinc paint, in oil.....	8	do.	
				500 pounds red lead, dry.....	8	do.	
				2,000 pounds whiting, dry.....	7 ⁹ / ₁₀	do.	
				300 pounds lamp black, dry.....	7	do.	
				500 pounds French yellow ocher, dry.....	1½	do.	
				50 pounds chrome, green, dry.....	18	do.	
				300 pounds venitian red, English, dry.....	3½	do.	
				25 pounds gum shellac.....	30	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.	
1869. July 25	1860. June 30	W. H. Shaffer—Continued.	700 gallons linseed oil, raw.....	\$0 72 per gallon.	Kittery.	
			150 gallons spirits turpentine.....	53 do.		
			10 gallons copal varnish.....	2 00 do.		
			35 gallons bright varnish.....	30 do.		
			2,000 pounds pure white lead, in oil, in 25 and 50 pound kegs.....	8½ per pound.		Warrington.
			500 pounds black paint, in oil, in 25 and 50 pound kegs.....	6 do.		
			500 pounds white zinc paint, oil.....	8 do.		
			200 pounds red lead dry.....	8½ do.		
			100 pounds litharge, dry.....	8½ do.		
			1,000 pounds whiting, dry.....	1½ do.		
			20 pounds lamp black, dry.....	8 do.		
			50 pound French yellow ocher, dry.....	2 do.		
			10 pounds Turkey umber, dry.....	6 do.		
			3 pounds terra de sienna.....	10 do.		
			12 pounds chrome yellow, dry.....	25 do.		
			12 pounds chrome green, dry.....	25 do.		
			1 pound Chinese vermilion, dry.....	2 00 do.		
			1 pound Chinese blue, dry.....	1 00 do.		
			400 gallons linseed oil, raw.....	74 per gallon		
			100 gallons spirits of turpentine.....	54 do.		
			20 gallons spirits of wine, 95 per cent proof.....	75 do.		
			5 gallons Japan varnish.....	1 00 do.		
			25 pounds gum shellac.....	30 per pound.		
			1,000 pounds iron cut nails, from 4d. to 40d.....	3½ do.....		Washington.
			600 pounds iron wrought nails, from 4d. to 40d.....	4½ do.		
			10 pounds iron clout nails, from ½ to 1¼ inch.....	9 do.		
			100 pounds brass wire, from No. 22 to ½ inch.....	29 do.		
			50 pounds copper wire, No. 15 wire gauge.....	29 do.		
			200 feet brass tubing, 1 inch outside, and ¾ inch inside diameter.....	35 per foot.		
			200 pounds iron wire, from No. 2 to 20.....	7 per pound		
			100 pounds muriatic acid.....	5 do.		
July 28	June 30	F. L. Harvey & Co.....				

August 2 June 30 G. W. Lawrence

5 pounds beeswax.....	50	do.	
12 corn brooms.....	25	each.	
72 hickory brooms.....	12	do.	
100 pounds cotton waste.....	12	per pound.	
50 pounds cotton lamp wick.....	20	do.	
30 yards casinet, per sample.....	60	per yard.	
1 pound black thread.....	1 00	per pound.	
2 papers sewing needles.....	5	per paper.	
200 pounds vulcanized rubber, for joints as ordered.....	40	per pound.	
1 ream assorted sand paper.....	3 00	per ream.	
500 pounds hand-made wrought iron spikes, from 4 to 6 inches long.....	3 1/2	per pound.	Kittery.
1,500 pounds hand-made wrought iron spikes, from 6 1/2 to 8 1/2 inches long.....	3 1/2	do.	
50 pounds wrought iron nails, 6d to 30d.....	6 1/2	do.	
50 pounds wrought iron clout nails, 1/2 to 1 1/4 inch.....	14	do.	
500 pounds iron cut nails, from 4d to 40d.....	3 1/2	do.	
100 pounds iron finishing nails, from 1 to 2 inches.....	3 1/2	do.	
100 pounds iron cut brad-head nails, from 4d to 10d.....	3 1/2	do.	
25 thousand iron cut brads, 3/4 to 1 1/2 inch.....	5	per M.	
4,000 pounds hand-made wrought iron spikes, 4 to 6 inches long.....	4	per pound.	Brooklyn.
6,000 pounds hand-made wrought iron spikes, 6 1/2 to 8 1/2 inches long.....	4	do.	
600 pounds wrought iron nails, 6d to 30d.....	6	do.	
200 pounds wrought iron clout nails, 1/2 to 1 1/4 inch.....	8	do.	
2,000 pounds iron cut nails, 4d to 40d.....	3 1/2	do.	
300 pounds iron cut finishing nails, 1 to 2 inch.....	4	do.	
500 pounds iron cut brad-head nails, 4 to 40d.....	4	do.	
60 iron cut brads, 3/4 to 1 1/2 inch.....	5	per M.	
10,000 pounds round iron, from 3/16 to 2 1/2 inches.....	3 1/2	per pound.	Warrington.
1,000 pounds round iron, from 2 3/4 to 4 inches.....	3 1/2	do.	
1,000 pounds square iron, from 1/2 to 2 inches.....	3 1/2	do.	
1,000 pounds hammered square iron, from 1 to 5 inches.....	6	do.	
5,000 pounds flat iron, 1/4 to 1 inch thick, from 1 1/4 to 9 inches wide.....	3 1/2	do.	
500 pounds flat iron, from 1 1/4 to 2 inches thick, from 4 to 10 inches wide.....	3 1/2	do.	
1,000 pounds hoop iron, from 1 1/8 to 1/2 inch thick, from 3/4 to 2 1/4 inches wide.....	4	do.	
500 pounds boiler plate iron, from 1/8 to 3/8 inch thick.....	5	do.	
500 pounds best cast steel, from 3/8 to 2 1/2 inches square.....	19	do.	

SECRETARY OF THE NAVY.

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LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859. August 2	1860. June 30	G. W. Lawrence.....	300 pounds octagon steel, from $\frac{3}{4}$ to $1\frac{1}{2}$ inch square.....	\$0 5 per pound.	Warrington.
			100 pounds blister steel.....	5 do.	
			100 pounds spring steel.....	5 do.	
August 17	June 30	F. S. Bletz.....	100 cubic feet of yellow locust.....	95 per cub. ft..	Brooklyn.
			6,000 running feet white ash oar rafters, from 12 to 18 feet long.....	$4\frac{8}{16}$ per foot...	Philadelphia.

No. 5.

*Abstract of annual report from the Bureau of Provisions and Clothing,
dated November 17, 1859.*

Transits, estimates, abstracts, and statements.
Faithful services of naval storekeepers and inspectors.
Advantages of new storehouses.
Renews recommendation to create grade of assistant pursers.
Suggests the need of additional store-vessels.
Renews recommendation to increase pay of pursers' clerks at navy-yards.

BUREAU OF PROVISIONS AND CLOTHING,
November 17, 1859.

SIR: In obedience to your instructions of August 4, I have the honor to submit the inclosed estimates, statements, and abstracts, marked A to O, both inclusive.

QUALITY OF PROVISIONS, ETC.

The provisions and clothing of the navy continue to give general satisfaction to the officers and men, a conclusive proof that they are of the best quality, and that the inspecting officers are faithful and vigilant in the execution of their duties.

STORAGE AT ASPINWALL AND PANAMA.

All squadrons on foreign stations have been supplied promptly, except in a few cases of slight detention of vessels at Panama and Aspinwall, where a large number of ships had concentrated. No conveniences for keeping stores at either of those points were had until August last, when the store-ship Warren was stationed at Panama as a coal hulk. Incidentally she gives storage room for a moderate supply of provisions, &c. At Aspinwall, where the need of a depot is greater, it has been deemed expedient to keep a cruising store-ship, until a permanent store vessel shall be stationed there, or a storehouse procured.

ASSISTANT PURSERS.

I renew my recommendation to create the grade of assistant pursers. The number of pursers allowed by law is not sufficient to supply the calls for those officers, even if all, including those who are incapacitated by age or sickness, were to be ordered to active duty. There are but twelve pursers now unemployed, and there are sixteen vessels in commission, the commanding officers of which are doing the duties of purser, in addition to their own, thus incurring increased labor and responsibility, without any increase of pay. The duties of purser in two receiving ships are done by navy agents on shore.

BASIS OF THE PAY OF PURSERS.

The basis of the sea pay of pursers is not only different from that of all other officers in the navy, as well as army, but it is uncertain and continually changing. The sea pay of all other officers increases with length of service, while that of pursers is governed by the class of vessels to which they are attached; and a purser of forty years standing may find himself serving in a brig or store-vessel, the annual pay for which is fixed by law at \$1,500, \$300 less than his leave of absence pay! The improvements in naval architecture have entirely changed the character of the rates of vessels. Thus, the Mississippi, which, for many years was classed as a "steam frigate," has degenerated into a "first class steamer," and the pursers who sail in her hereafter will receive one third less pay than the one who was attached to her at the time of the passage of the law fixing purser's pay.

Vessels of the same class are essentially different in all the attributes which should determine a purser's pay. Thus, the Cumberland has more than twice the tonnage of the Dale, and her complement and expenditures are more than twice as great, yet the pay of the purser is the same in both, as both are rated "sloops-of-war." The Lancaster, of eighteen guns, two thousand three hundred and sixty tonnage, and three hundred and eighty-five complement, is for the purposes of the purser's pay, upon a par with the Narragansett of eight hundred and nine tons, mounting three guns, and having the complement of one hundred and twenty-five officers and crew. The pay of the officers and crew, and the annual expenditures of the first are as more than three to one, when compared with those of the smaller vessel, yet the pursers of both receive the same pay. Some of the "sloops-of-war" now in the navy, exceed in tonnage, complement, and annual expenditures, several of the "frigates" in service at the time of the passage of the law fixing purser's pay. That law has not been changed, but the great improvements subsequently made in the power and efficiency of ships-of-war have had the effect greatly to increase the labor and responsibility of pursers, while in many instances, it has essentially diminished their pay.

PAY OF CLERKS AT YARDS.

I again renew my recommendation to place the clerks of pursers at navy-yards on an equality with other clerks in the same yards, whose duties are not more responsible than their own. At present the law allows them less than copying clerks or common writers receive in every navy-yard.

I am, sir, very respectfully, your obedient servant,

H. BRIDGE,
Chief of Bureau.

HON. ISAAC TOUCEY,
Secretary of the Navy.

Schedule of the papers accompanying the report of the Chief of the Bureau of Provisions and Clothing to the Secretary of the Navy, dated November 17, 1859 :

- A.—Estimate of the expenses 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 saltwater 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.

Estimate of appropriations, under the cognizance of the Bureau of Provisions and Clothing, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
Provisions	\$941,700 00	.....	\$945,840 00
Expenses of the bureau	9,540 00	.....	9,540 00
Contingent	68,000 00	.....	68,000 00

H. BRIDGE, *Chief of Bureau.*

A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1861.

For salary of one clerk of the fourth class, per act of Congress of March 3, 1853, section 3, vol. 10, page 209.....	\$1,800 00
For salaries of four clerks of the second class, per acts of Congress of March 3, 1853, section 3, vol. 10, page 209, and April 22, 1854, section 1, vol. 10, page 276	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
	8,840 00

Contingent.

For blank-books, stationery, and miscellaneous items.....	\$700 00
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Appropriated for the year ending June 30, 1860 :

For salaries of clerks, messenger, and laborer.....	\$8,840 00
For contingent.....	700 00
	9,540 00

Asked to be appropriated for the year ending June, 30, 1861 :

For salaries of clerks, messenger and laborer.....	\$8,840 00
For contingent.....	700 00
	9,540 00

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, 1861 :

One ration per day for 8,500 men would be, for the year, 3,102,500 rations, at 25 cents each	\$775,625 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, section 1, vol. 9, page 169, and August 3, 1848, section 5, vol. 9, page 271.....	29,200 00
	<u>941,700 00</u>
Appropriated for the year ending June 30, 1860.....	\$945,840 00
Asked to be appropriated for the year ending June 30, 1861.....	941,700 00
	<u>4,140 00</u>
Less.....	

This decrease arises from the extraordinary appropriation of \$4,140, made last year, to reimburse the appropriation for provisions for issues to destitute Americans.

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, 1861:

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 purser's blanks, and stationery for cruising vessels, \$68,000.

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, 1859.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingen
Portsmouth, N. H.....	July 1, 1859	\$1,037 17	.....	\$1 89	\$56 84
Boston, Mass.....	do.....	77,298 14	\$93,175 88	13,822 98	1,672 76
New York.....	do.....	41,141 60	101,029 65	14,880 00	8,798 24
Philadelphia, Pa.....	do.....	23,412 32	48,553 29	9,427 63	1,406 48
Washington, D. C.....	do.....	1,187 36	382 91	32 20	34 08
Norfolk, Va.....	do.....	75,222 32	66,464 98	7,004 91	2,641 53
Warrington, Fla.....	do.....	10,960 67	13,125 32	3,246 96	2,363 81
Key West, Fla.....	do.....	.....	.....	.....	.....
Mare Island, Cal.....	do.....	62,787 80	51,887 76	12,077 75	2,957 25
Valparaiso, Chili.....	do.....	16,796 23	21,429 72	6,244 20	389 64
Rio de Janeiro, Brazil.....	do.....	50,270 41	6,959 20	2,703 62	.....
Spezzia, Sardinia.....	do.....	19,345 80	32,481 40	6,039 87	940 89
Porto Praya, Cape de Verd Islands.....	do.....	27,255 73	14,488 38	3,819 19	1,640 24
Hong Kong, China.....	do.....	24,044 23	42,205 19	4,186 23	810 56
Total.....	.....	430,759 78	492,183,68	83,487 48	23,712 32

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, 1859.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingent
China squadron.....	Oct. 16, 1858	\$8,944 50	\$8,010 46	\$3,378 01	\$16 60
Do.....	June 14, 1859	16,713 31	2,184 88	772 87	653 25
Mediterranean squadron.....	Dec. 6, 1858	21,882 21	587 52	1,741 57	1,634 65
African squadron.....	July 8, 1858	13,550 71	.....	.....	.....
Do.....	Nov. 17, 1858	13,660 09	.....	2,164 53	669 65
Do.....	Feb. —, 1859	.....	1,681 94	84 30	.....
Do.....	May 3, 1859	20,761 02	4,977 82	1,653 51	819 47
Brazil squadron*.....	Oct. 16, 1858	27,932 74	2,345 44	443 05	.....
Do*.....	Nov. 1, 1858	6,387 97	.....	.....	.....
Do*.....	Jan. 29, 1859	32,742 66	.....	1,596 18	3,217 50
Do.....	May —, 1859	25,116 68	9,642 30	4,080 73	493 35
Pacific squadron†.....	Sept. 14, 1858	28,387 34	5,732 24	1,890 94	.....
Do†.....	Oct. —, 1858	1,543 47	.....	.....	.....
Do†.....	Feb. 21, 1859	18,528 39	10,459 92	4,559 40	3,217 50
Do†.....	April —, 1859	25,010 14	7,517 09	455 27	.....
Do†.....	May —, 1859	.....	334 69	685 85	.....
Do†.....	June —, 1859	813 65	.....	1,471 86	.....
Do.....	Dec. 14, 1858	9,574 52	2,185 15	618 99	1,366 86
Total.....	.....	281,549 40	55,659 45	25,597 06	12,088 83

* Including Paraguay expedition.

† To Aspinwall, for use of Home and Pacific squadrons.

NAVY DEPARTMENT, Bureau of Provisions and Clothing

F.

Statement showing the cost of provisions, clothing, small stores, and contingent, 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, 1858, to June 30, 1859, inclusive, so far as returns have been received.

Stations.	Provisions.		Clothing.		Small stores.		Contingent.	
	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.
Portsmouth, New Hampshire.....	\$1,908 92	\$277 47	\$23 95	\$7 78	\$16 84	\$0 13	\$37 62	\$9 20
Boston, Massachusetts	2,878 43	1,192 32	244 70	131 07	34 27	17 91		
New York	5,281 77	1,954 49	3,917 01	1,399 34	294 60	127 53		
Philadelphia	5,317 00	704 75	490 41	234 01				
Baltimore, Maryland.....								
Washington, District of Columbia.....	565 65	76 53	80 09	19 84	21 21		20 71	4 67
Norfolk, Virginia	1,188 93	502 52	655 47	570 53	66 85	21 19	4	6
Warrington, Florida	1,201 68	188 46						
Key West, Florida.....	14,404 38							
Charleston, South Carolina.....								
Mare Island, California.....	959 21	85 29	1,655 44	629 80	91 96	3 25		
Rio de Janeiro, Brazil	284 59	630 10	3 27			1 34		
Hong Kong, China	4,481 65	429 24			41 15	5 56		
Porto Praya, Cape de Verd Islands.....	390 46	15 60						
Spezzia, Sardinia.....								
Valparaiso, Chili.....								
The several national vessels.....	7,754 23	132 14	29 12		155 99	11 20		
Total.....	46,616 90	6,188 91	7,099 46	2,992 46	722 87	188 11	58 37	13 93

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

G.—Schedule of proposals received for "Navy supplies" for the fiscal year ending June 30,

Names.	Residence.	Biscuit, per 100 pounds.					
		Boston.		New York.		Norfolk.	
		Tight.	Flour.	Tight.	Flour.	Tight.	Flour.
W. K. Lewis & Bro.	Boston, Mass.						
John E. Tunis	Norfolk, Va.						
Broadmeadow & Jeremiah	New York.						
John A. Higgins	Norfolk, Va.						
Joshua C. Mayo	Boston, Mass.						
Charles J. Goodwin	New York.	\$5 25	\$4 50	\$4 60	\$3 95		
Peters & Reed	Portsmouth, Va.						
William Lang	Boston, Mass.						
Leo Volk	do						
R. Johnston	Philadelphia, Pa.						
Shryock, Davis & Co.	do						
Ingham Coryell	Lambertville, N. J.						
William Parkhurst	Dagsboro', Del.						
E. Treadwell & Co.	New York.			4 47	3 89		
Joseph McKee	do						
John Wallower & Son	Harrisburg, Pa.						
William Noovis	Baltimore, Md.	4 77	4 02	4 75	4 00	4 70	\$3 95
Ed. C. Knight	Philadelphia, Pa.						
O. Kendall	Chicago, Ill.	5 75	5 00	5 75	5 00		
King & Burchell	Washington, D. C.						
William Macomber	Boston, Mass.						
Mullett & Bradbury	Charlestown, Mass.						
N. W. Coffin	Boston, Mass.						
Hubbard & McDougal	Auburn, N. Y.						
John Driscoll	Boston, Mass.	5 66	4 95	5 76	4 98		
Dudley P. Ely	New York.						
David Cooper	Philadelphia, Pa.						
Gardon K. Tyler*	Baltimore, Md.	5 15	4 65	5 10	4 60	4 95	4 44
B. Strong	New York.						
C. H. Whitehurst	Norfolk, Va.						
R. P. Lovett	do						
Zane & Blundell	Baltimore, Md.						
Westray, Gibbs & Hardeastle	New York.						
St. Jno. O'Doris*	Philadelphia, Pa.						
W. S. Woods*	Loekhaven, Pa.						
Stephen T. Brown†	Georgetown, D. C.	4 60	3 99	4 40	3 98	4 40	3 88

* Informal.

† Delinquent.

1860, under the advertisement of the Bureau of Provisions and Clothing, dated March 17, 1859.

Flour, per barrel.			Rice, per 100 pounds.			Dried apples, per pound.			Pickles, per pound.		
Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
		7 25						10	05	05	
2 00	7 75	7 50	6 00	5 25	5 00	09 15	08 4	7 4	7 4	7 8	08 8
2 00	7 00	5 95		4 50	4 55		7 74	7 74			
2 50	5 75	8 95	4 24	4 35	4 55	9	9	9			
						13	13	13			
				4 60		14	14	14			
8 39	8 39	8 39	4 39	4 39	4 59	10.9	10.9	11.1			
			5 95	5 95	5 95				5.99	5.99	6.98
6 95	6 95		4 44	4 62		8.73	9		5 1	5 1	
8 50			4 11			11			6		
8 45	8 50										
8 20	8 20		5 20	5 20		9.74	9.74		4.95	4.98	
				4 40		9		7			
							8				
7 00	7 00	7 00									
7 00	6 80	6 92				9	9	9			

Names.	Residence.	Sugar, per 100 pounds.			Tea, per pound.			Coffee, per lb.
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	New York.
W. K. Lewis & Bro.....	Boston, Mass.....							
John E. Tuntis.....	Norfolk, Va.....							
Broadmeadow & Jeremiah..	New York.....							
John A. Higgins.....	Norfolk, Va.....	\$11 00	\$10 50	\$10 50	\$0 65	\$0 60	\$0 60	\$0 15
Joshua C. Mayo.....	Boston, Mass.....	8 95	8 97		42½	42½		
Charles J. Goodwin.....	New York.....							
Peters & Reed.....	Portsmouth, Va.....		8 60	8 90		42½	43.3	11.85
William Lang.....	Boston, Mass.....	8 36	8 36	8 90	36	35	38	11½
Leo Volk.....	do.....							
R. Johnston.....	Philadelphia, Pa.....							
Shryock, Davis & Co.....	do.....							
Ingham Coryell.....	Lambertville, N. J.....							
William Parkhurst.....	Dagsboro, Del.....							
E. Treadwell & Co.....	New York.....							
Joseph McKee.....	do.....		8 90		36.9	35.9	37.9	11.9
John Wallower & Son.....	Harrisburg, Pa.....							
William Noovis.....	Baltimore, Md.....							
Ed. C. Knight.....	Philadelphia, Pa.....	8 39	8 39	8 89	38.9	37.9	39.9	11.60
O. Kendall.....	Chicago, Ill.....							
King & Burchell.....	Washington, D. C.....				38½	38½	39	
William Macomber.....	Boston, Mass.....							
Mullett & Bradbury.....	Charlestown, Mass.....	8 69	8 73		41	41		11.21
N. W. Coffin.....	Boston, Mass.....	8 60			34.90			
Hubbard & McDougal.....	Auburn, N. Y.....							
John Driscoll.....	Boston, Mass.....							
Dudley P. Ely.....	New York.....							
David Cooper.....	Philadelphia, Pa.....	8 75	8 75		31½	31½		11.86
Gurdon K. Tyler*.....	Baltimore, Md.....							
B. E. Strong.....	New York.....							
C. H. Whitehurst.....	Norfolk, Va.....							
R. P. Lovett.....	do.....							
Zane & Blundell.....	Baltimore, Md.....							
Westray, Gibbs & Hardecastle	New York.....				45½	44½	46½	
St. John O'Doris*.....	Philadelphia, Pa.....							
W. S. Woods*.....	Lockhaven, Pa.....							
Stephen T. Brown†.....	Georgetown, D. C.....							

* Informal.

† Delinquent.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

Continued.

Beans, per bushel.			Molasses, per gallon.			Vinegar, per gallon.			Whisky, per gallon.		
Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
		\$2 00			\$0 56	\$0 13	\$0 15				
\$2 20	\$1 90	1 80	\$0 69	\$0 65	65	21	18½	\$0 32			
1 87	1 85		42	41		39	50	30	\$0 51	\$0 46	\$0 43
	1 95	1 95		43	44					37½	39½
1 49	1 49½	1 60	36	43	45	14	14	14	42	42	40
2 42½	2 42½	2 42½				13½	14	18			
									38	38	38
2 50	2 50	2 50							45	43	45
									38½	39½	39½
			50	50	50						
1 90½	1 80½	1 99½				13.24	13.96	14.44			
						18½	18½	18½			
1 55	1 85		36.48	42.24		14.99	18.98		34.99	37.97	
1 65			38½			13.23			29 85		
1 63½	1 58½	1 84½									
										39	
1 70	1 65		47½	47½		14½	14.90		38.90	38½	
2 50	2 50	2 25									
									39½	39½	39½
									27	27	27

G--Continued.

Abstract of proposals received for biscuit and flour, to be delivered at Warrington, Florida, under an advertisement of the navy agents, (by direction of the Bureau of Provisions and Clothing.)

Names.	Residence.	Biscuit, per 100 pounds.	Flour, per barrel.
William N. Bonny	New Orleans.....	\$5 62½	\$6 75
N. F. Rice.....	do.....	7 00	7 50

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

II.

Abstract of proposals for "clothing and clothing materials," received under the advertisement of the Bureau of Provisions and Clothing, dated April 7, 1859.

Names.	Residence.	Blue cloth pea jackets.	Blue cloth trousers.	Blue satinet trousers.	Blue felt pea jackets.	Blue felt caps.	Blue flannel jumpers.	Blue flannel overshirts.	Blue flannel undershirts.	Blue flannel drawers.	Canvas duck trousers.	Harris sh. frocks.
		Each.	Pair.		Each.			Pair.		Each.		
W. C. Churchill.....	Utica, N. Y.											
Henry Newton.....	North Weymouth.....											
N. W. Coffin.....	Boston.....											
Gardner, Brewer & Co.....	do.....											
George H. Schmolze.....	New York.....											
Wileox & Mellen.....	do.....											
Francis S. Greenleaf.....	Boston.....											
Augustus H. Sands.....	New York.....	\$9 70	\$4 20	\$3 65			\$1 54	\$1 95	\$1 13	\$1 25	\$1 30	\$1 19
William Johnson.....	Seneca Falls, N. Y.											
Hanford & Browning.....	New York.....	11 00	3 75	2 91			1 60	1 62½	1 20	1 20	1 12½	1 12½
F. E. Eldredge.....	do.....				\$9 00	\$8 91						
William Mathews.....	do.....						1 35	1 57	1 15	1 03	1 08	1 00
Sumner Flagg.....	Boston.....											
Cushing, King & Degraw.....	New York.....											
Charles Barnum.....	do.....	10 32	3 66	2 61½			1 58	1 70	1 36½	1 15½	1 18	1 37
Cronin, Hurxthal & Sears.....	do.....											
J. C. Noe.....	do.....	2 70	4 50	3 25			1 55½	1 67	1 12	1 12	1 02	94
W. F. Enders & Co.....	Boston.....	10 23	3 78	2 84			1 63	1 89	1 21	1 12	1 10	1 07
James Linny.....	Philadelphia.....											
Peter Clogher.....	Utica, N. Y.											
W. A. Gordon & E. Fullings.....	Newark, N. J.	11 04	3 98	2 67½								
Paul Klotz.....	Philadelphia.....											
Samuel Bancroft.....	do.....											
G. V. Fox.....	Boston.....											
W. B. Lovejoy.....	do.....	10 24	3 70	2 91			1 63	1 72	1 20	1 12		
Whiting, Galeoupe, Bliss & Co.....	do.....	9 50	3 60	2 41			1 40	1 65	1 17	1 19		
Nathan Fry, agent.....	do.....											
W. H. Arnold.....	Washington, D. C.											

H.—Continued.

Name.	Residence.	Blue satin.	Blue blanket.	Baris sheeting.	Canvas duck.	Blue nankin.	Calf shoes.	Kip shoes.	Socks.	Mattresses.	Blankets.	Handkerchiefs.
				Yard.				Pair.			Each.	
W. C. Churchill	Utica, N. Y.		\$0 81									
Henry Newton	North Weymouth						\$1 75	\$1 62				
N. W. Coffin	Boston								\$0 32.90			
Gardner, Brewer & Co.	do	\$0 90	40									
George H. Schmolze	New York											\$1 12
Wilcox & Melton	do									\$5 23		
Francis S. Greenleaf	Boston								25			
Augustus H. Sands	New York	79	45.30	\$0 63	\$0 31	\$0 12						1 10
William Johnson	Seneca Falls, N. Y.		42									
Hanford & Browning	New York											
F. E. Eldredge	do								31			
William Matthews	do			61	50	2.7			26.4	5 24	\$2 20	96
Sumner Flagg	Boston									4 22		
Cushing, King & Degraw	New York											93
Charles Barnum	do											
Cronin, Hurxthal & Sears	do			31.4	65	11			35		1 81	
J. C. Noe	do	76	52	61	29	81			40	4 74	2 33	1 05
W. F. Enders & Co.	Boston			63	31	91						99
James Linny	Philadelphia						1 72	1 53	31			
Peter Clogher	Utica, N. Y.	69	45								2 25	
W. A. Gordon & E. Fullings	Newark, N. J.											
Paul Klotz	Philadelphia	71.70										
Samuel Bancroft	do		45.74									
G. V. Fox	Boston	85	41									
W. B. Lovejoy	do		45									
Whiting, Galeoupe, Bliss & Co.	do											98
Nathan Fry, agent	do		43									
W. H. Arnold	Washington, D. C.						1 83	1 73				

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 13, 1859.

Articles.	John A. Higgins, Norfolk, Va.	F. Ed. Eldredge, New York.	Wm. Matthews, New York.	William Lang, Boston.
Boxes, shaving.....each.....	\$0 25	\$0 26	\$0 32	\$0 16
Brushes, shaving.....each.....	4	16	5	16
Brushes, scrub.....each.....	22	18	20	20
Brushes, shoe.....each.....	17	18	20	22
Brushes, clothes.....each.....	10	11	12	10
Buttons, navy, vest.....gross.....	2 20	1 83	1 90	1 90
Buttons, navy, medium.....gross.....	3 90	3 27	3 30	3 50
Buttons, navy, coat.....gross.....	4 90	3 27	3 30	2 50
Buttons, dead eye.....gross.....	20	9	10	16
Blacking, boxes.....dozen.....	50	48	50	50
Beeswax.....pound.....	35	27	30	42
Combs, coarse.....dozen.....	2 80	2 47	2 50	2 50
Combs, fine.....dozen.....	1 80	1 78	1 80	1 75
Cotton, spools.....dozen.....	45	45	45	50
Grass, for hats.....100 hands.....	2 50	2 50	2 25	3 00
Handkerchiefs, cotton.....each.....	14	12	11	13
Jackknives.....each.....	29	27	28	28
Needles, sewing.....1,000.....	60	50	70	50
Razors.....each.....	25	24	30	25
Razor-straps.....each.....	25	12	15	6
Ribbon, hat.....piece.....	70	64	63	68
Soap, shaving.....dozen.....	12	40	36	4
Silk, sewing.....pound.....	5 00	4 20	4 25	3 50
Scissors.....each.....	15	15	15	16
Spoons.....each.....	12	6	8	6
Thread, black and white.....pound.....	95	90	90	1 00
Tape, linen.....dozen.....	30	30	30	30
Tape, cotton.....dozen.....	20	18	20	16
Thumbles.....each.....	1	2	1	2

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

K.—Abstract of proposals received for soap, candles, mustard seed, black pepper, bottles, and corks, under the advertisement of the Bureau of Provisions and Clothing, dated April 13, 1859.

Names.	Residence.	Soap.	Candles.	Mustard.	Pepper.	Bottles.	Corks.
		Pound.	Pound.	Pound.	Pound	Gross.	Gross.
F. R. Whitwell, jr...	New Bedford, Mass.	\$0 4½					
John A. Higgins.....	Norfolk, Va.....	7 ³ / ₁₀	\$0 41	\$0 17	\$0 13	\$2 20	\$0 35
Fisher & Baker.....	New Bedford, Mass.		27 ⁹⁵ / ₁₀₀				
Roland G. Mitchell..	New York.....		27				
William Matthews.....	do.....			12	10	1 74½	15
William Lang.....	Boston.....	5½	26 ⁹⁰ / ₁₀₀	9½	11 ⁹⁰ / ₁₀₀	1 75	12

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

L.

Abstract of proposals received for the supply of navy beef and navy pork, for the year 1860, under the advertisement of the Bureau of Provisions and Clothing, dated July 15, 1859.

Names.	Residence.	Beef per barrel.		Pork per barrel.		
		Boston.	New York.	Boston.	New York.	Norfolk.
David Cooper.....	Philadelphia....	\$16 95	\$16 90	\$18 90	\$18 70	\$19 20
George B. Walter.....	New York.....	16 30	15 90	17 70	17 30	17 90
D. Pulsifer & Payson.....	Boston.....	14 69		18 41		
James C. Adams *.....	Baltimore.....	18 43	18 43	18 43		18 43
Harbaugh & Co.....	Pittsburg.....			17 67	17 21	17 77
Charles H. Wheeler.....	Milwaukie.....	15 77	14 77	17 97	16 97	17 97
Harrison Fay.....	Boston.....	17 35	17 35	16 70	16 70	16 70
Hugh Maker.....	Chicago.....	16 35	16 30	17 83	17 75	18 33
Abraham Brawley and J. Porter Brawley.....	New York.....	15 10	12 99			
Abraham Brawley, John Morris and John Porter Brawley.....	do.....			14 99	14 99	14 99
Needham M. Standart.....	Cleveland, Ohio.	16 19	15 39	18 67	18 47	20 47
Anson Smith.....	do.....			18 36	17 86	19 23
James H. Whitaker.....	Fulton, N. Y....	12 50	11 90	16 50	15 90	16 50
George Shnabel.....	Williamsport, Pa	19 25	19 10	20 50	20 25	20 50
Henry Nye.....	Cincinnati, Ohio			21 25	21 00	22 00
Gilmore, Shryock & Co.....	Philadelphia....	15 89	15 39	17 89	17 33	17 89
Cragin & Co.....	New York.....	15 37	14 87	17 37	16 87	17 15
Hawkins & Van Antwerp...	Albany.....			16 97	16 49	17 93
James W. McCulloh.....	New York.....			18 22	17 94	18 30
Allen May.....	Michigan City, Ia	17 99	16 99	18 49	17 89	18 49
Norman C. Baldwin.....	Cleveland, Ohio.	15 86	15 23			
Eli Metcalfe Bruce.....	Covington, Ky.	17 43	17 43	19 23	19 23	19 23

* No guarantee.

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, 1860, 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.
		Cents.	Cents.
Joseph Holmes.....	Portsmouth, N. H.....	9	1
Charles W. Cottle.....	.....do.....	10	1½
John Stokell.....	.....do.....	9	1½
T. J. Sheldon.....	.....do.....	10½	2
Chapin & Sawyer.....	Boston, Mass.....	7¼	1¾
J. B. Severance.....	.....do.....	7	1¼
James Irving.....	New York.....	7½	2
John Brown.....	.....do.....	6	2
John Smith.....	.....do.....	8	2
James Carman.....	.....do.....	10	2
Benjamin J. Weeks.....	.....do.....	8.47	2.7
Charles G. Cornell.....	.....do.....	7½	1.93
Philip Fluhr.....	.....do.....	5¼	1.00
Charles Symons.....	.....do.....	7.74	1.75
Robert Boutcher.....	.....do.....	5.00	1.60
James Mathews.....	.....do.....	6.00	1.47
Henry & L. S. Boraef.....	Philadelphia, Pa.....	6.45	2.45
A. & S. Shiedt.....	.....do.....	6	2¼
Andrew Ashworth.....	.....do.....	5.85	2.40
John A. McDowell.....	.....do.....	5.00	2.45
William H. Muckelroy.....	Baltimore, Md.....	10½	2
George W. Pappler.....	.....do.....	10	2
H. B. Otterback.....	Washington, D. C.....	14	6
William Ward.....	Norfolk, Va.....	9	2
Jacob Winingder.....	.....do.....	9½	2
William Collins.....	.....do.....	9	2.00
William T. Bell.....	Warrington, Florida.....	9 and 8	2.10
Celestino Serva.....	.....do.....	10 and 7	2½
Henry Pattison.....	.....do.....	6½ and 11½	1 and 3
S. B. Sherwood.....	San Francisco, Cal.....	9	2
O. H. Keyes.....	.....do.....	11	3
G. W. Green.....	.....do.....	12	2¼
William L. Bracket.....	.....do.....	14½	4¼

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

N.

Abstract of proposals received for the transportation of stores from Boston to Porto Praya, under an advertisement of the navy agent, dated October 30, 1858.

Names.	Vessel.	Price per barrel.
N. W. Coffin.....	Schooner Sawyer.....	\$1 57
Isaac Taylor.....	Bark Trueman.....	1 43
Samuel C. Cobb.....	Brig Shibboleth.....	1 54
James W. Hanman.....	Bark Justice Story.....	1 48
William C. Fay.....	Bark Fruiterer.....	1 98
Ellis & Cobb.....	Bark Ida.....	1 23
John H. Towne.....	Bark Fruiter.....	1 74
John S. Emery & Co.....	Brig Charles Miller.....	1 75
Thomas H. Lord.....	Brig Benjamin Curver.....	1 74
J. H. Cheney & Co.....	Bark Emblem.....	1 50

Abstract of proposals received for the transportation of stores from Boston to Spezzia, under an advertisement of the navy agent, dated November 16, 1858.

Names.	Vessel.	Price per barrel.
Thomas H. Lord.....	Brig Meteor.....	\$0 99
Baker & Morrill.....	Bark E. H. Tarrington.....	85
Samuel C. Cobb.....	do.....	74
C. L. Witcomb.....	Brig J. M. Ligoque.....	52½
Alpheus Hardy & Co.....	Bounding Billow.....	58
Daniel Draper & Son.....	Bark S. W. Porter.....	55
William C. Fay.....	Brig Meteor.....	1 34

Abstract of proposals received for the transportation of stores from Boston to Mare Island, under an advertisement of the navy agent, dated November 16, 1858.

Names.	Vessel.	Price per barrel.
Nathē, Windsor, jr. & Co.....	Ship Dragoon.....	\$2 39
Glidden & Williams.....	Ship Golden Rocket.....	2 25
Do.....	do.....	1 90
Do.....	Ship Midnight.....	2 25
Do.....	Ship Harry Hastings.....	2 00

Abstract of proposals received for the transportation of stores from New York to Rosario, South America, under an advertisement of the navy agent, dated December 14, 1858.

Names.	Vessel.	Price per barrel.
Daniel L. Sturges & Co.....	Brig Pizarro	\$2 50
Benner & Deake.....	Bark W. A. Banks.....	2 98
W. F. Schmidt.....	Brig Yankee Blade.....	2 00
B. E. Strong.....	Brig Storm King.....	2 48
John T. B. Maxwell.....	Bark Mary Lucretia.....	2 75
J. A. Pickard & Co.....	Bark Mary C. Dyer.....	1 94
John Norton, jr.....	Clipper schooner Burdett Hart....	2 25
Dunham & Dimon.....	Schooner Eckford Webb.....	3 87½
Arthur Leary.....	Bark Orion.....	2 15

Abstract of proposals received for the transportation of stores from Boston to Porto Praya, under an advertisement of the navy agent, dated April 13, 1859.

Names.	Vessel.	Price per barrel.
Blanchard, Sherman & Co.....	James Cook.....	\$1 69
Wm. C. Fay.....	Pilot Fish.....	1 44
Henry Gardner.....	W. Hallett.....	1 45
J. H. Cheney & Co.....	Pilot Fish.....	1 14
J. H. Pearson & Co.....	Howland.....	98
Lombard & Co.....	Radiant.....	1 18
James H. Prince.....	Pirton.....	98½
Thomas H. Lord.....	Lorana.....	1 25
C. J. F. Binney.....		1 74

Abstract of proposals for the transportation of stores from New York to Hong Kong, China, under advertisement of the navy agent, dated May 12, 1859.

Names.	Vessel.	Price per barrel.
John Norton.....	Edwin Forrest.....	\$2 50
John E. Lodge.....	Kremlin, or Sarah H. Snow.....	1 50

Abstract of proposals for the transportation of stores from Boston to Key West, under an advertisement of the navy agent, dated September 5, 1859.

Names.	Vessel.	Price per barrel.
Lang & Delano.....	Brig Hayward.....	\$1 46½
J. C. Burt.....	Schooner Hero.....	95
N. W. Bridge.....	Brig J. M. Sawyer.....	1 00

Abstract of proposals for the transportation of stores from Boston to Spezzia, Sardinia, under an advertisement of the navy agent, dated September 19, 1859.

Names.	Vessel.	Price per barrel.
Daniel Draper & Son.....	Bark Fleet Eagle.....	\$0 63½
H. Harris.....	Bark Vernon.....	86
N. W. Bridge.....	Brig Elsinore.....	94
Enoch Benner.....	Bark Wyandotte.....	78
Samuel C. Cobb.....	Bark Lucy Francis.....	68½

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," during the fiscal year ending June 30, 1860, prepared in obedience to acts of Congress, approved April 21, 1808, and March 3, 1809.

Names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Peters & Reed.....	April 25, 1859	Flour	\$5 90 per barrel...	New York.
Do.....	do.....	Rice	5 95 do.....	Norfolk.
Do.....	do.....	Molasses	4 55 per 100 bs...	Do.
Do.....	do.....	Whisky.....	44½ per gallon...	Do.
Do.....	do.....	Dried apples.....	37½ do.....	New York.
King & Burchell.....	do.....	Vinegar.....	7 74 per pound...	Do.
David Cooper.....	April 26, 1859	Pickles.....	13 96 per gallon...	Do.
Do.....	do.....	Tea.....	4 95 per pound...	Boston.
Do.....	do.....	Do.....	4 98 do.....	New York.
Do.....	do.....	Do.....	31¾ do.....	Boston.
Ephraim Treadwell & Sons.....	April 23, 1859	Biscuit, in tight barrels.....	31¼ do.....	New York.
Do.....	do.....	Biscuit, in flour barrels.....	4 47 per 100 lbs...	Do.
William Norris.....	April 27, 1854	Biscuit, in tight barrels.....	3 89 do.....	Do.
Do.....	do.....	Biscuit, in flour barrels.....	4 77 do.....	Boston.
Do.....	do.....	Biscuit, in tight barrels.....	4 02 do.	Do.
Do.....	do.....	Biscuit, in flour barrels.....	4 70 do.....	Norfolk.
Do.....	do.....	Biscuit, in flour barrels.....	3 95 do.	Do.
Ed. C. Knight.....	April 29, 1859	Sugar.....	8 89 do.....	Do.
C. H. Whitehurst.....	do.....	Dried apples	7 per pound...	Do.
William Lang.....	do.....	Molasses.....	36 per gallon...	Boston.
Do.....	do.....	Beans	1 49 per bushel...	Do.
Do.....	do.....	Do.....	1 49½ do.....	New York.
Do.....	do.....	Do.....	1 60 do.....	Norfolk.
Do.....	do.....	Sugar.....	8 36 per 100 lbs...	Boston and New York.
Do.....	do.....	Tea	36 per pound...	Norfolk.
Do.....	do.....	Vinegar	19 per gallon...	Do.
Do.....	do.....	Rice	4 36 per 100 lbs...	New York.
Mullett & Bradbury.....	April 30, 1850	Flour	6 95 per barrel...	Boston.

O—Continued.

Names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Mullett & Bradbury.....	April 30, 1859	Dried apples.....	\$0 8 ⁷³ / ₁₀₀ per pound...	Boston.
Do.....	do	Coffee.....	11 ²⁴ / ₁₀₀ do.....	New York.
Shryock, Davis & Co.....	do	Molasses.....	42 ²⁴ / ₁₀₀ per gallon...	Do.
N. W. Coffin.....	do	Whisky.....	38 do.....	Norfolk.
Do.....	do	Rice.....	4 11 per 100 lbs...	Boston.
W. K. Lewis & Bro.....	May 11, 1859	Whisky.....	29 ⁸⁵ / ₁₀₀ per gallon...	Do.
William Macomber.....	April 30, 1859	Vinegar.....	13 do.....	Do.
William Mathews.....	May 10, 1859	Pickles.....	6 ⁸⁸ / ₁₀₀ per pound...	Boston, New York, and Norfolk.
		Blue flannel jumpers.....	1 35 each.	
		Blue flannel overshirts.....	1 57 do.	
		Blue flannel undershirts.....	1 15 do.	
		Blue flannel drawers.....	1 03 do.	
		Woolen socks.....	26 ¹⁶ / ₁₀₀ per pair.	
		Black silk handkerchiefs.....	96 each.	
Isaac C. Noe.....	May 10, 1859	Blue cloth P jackets.....	2 70 do.....	Boston, New York, and Norfolk.
		Blue cloth trowsers.....	4 50 do.	
		Blue satinet trowsers.....	3 25 do.	
		Canvas duck trowsers.....	1 02 do.	
		Barnsley sheeting frocks.....	94 do.	
		Barnsley sheeting.....	61 per yard.	
		Canvas duck.....	29 ¹ / ₄ do.	
		Blue nankins.....	8 ¹ / ₄ do.	
		Mattresses, (2 covers.).....	4 74 ¹ / ₂ each.	
F. E. Eldredge.....	May 9, 1859	Blue felt P jackets.....	9 00 do.....	Do. do. do.
		Blue felt caps.....	91 do.	
James Lenny.....	do	Calfskin laced shoes.....	1 72 per pair...	Do. do. do.
		Kipskin shoes.....	1 53 do.	
Cronin, Hurxthal & Sears.....	do	Blankets.....	each.....	Do. do. do.
William Johnson.....	May 10, 1859	Blue flannels.....	per yard....	Do. do. do.
Peter Clogher.....	May 18, 1859	Blue satinet.....	do.....	Do. do. do.
F. E. Eldredge.....	May 25, 1859	Small stores, viz:		
		Boxes, shaving.....	26 each.....	Do. do. do.
		Brushes, shaving.....	16 do.	
		Brushes, scrub.....	18 do.	

		Brushes, shoe	18	do.	
		Brushes, clothes	11	do.	
		Buttons, navy vest.....	1 83	per gross.	
		Buttons, navy medium.....	3 27	do.	
		Buttons, navy coat.....	3 27	do.	
		Buttons, dead eyes.....	9	do.	
		Blacking, boxes.....	48	per dozen.	
		Beeswax	27	per pound.	
		Combs, coarse.....	2 47	per dozen.	
		Combs, fine	1 78	do.	
		Cotton, spools.....	45	do.	
		Grass for hats	2 50	per 100 hands.	
		Handkerchiefs, colton.....	12	each.	
		Jackknives.....	27	do.	
		Needles, sewing.....	50	per M.	
		Razors	24	each.	
		Razor-strops	12	do.	
		Ribbon, hat	64	per piece.	
		Soap, shaving.....	40	per dozen.	
		Silk, sewing.....	4 20	per pound.	
		Scissors.....	15	each.	
		Spoons	6	do.	
		Thread, black and white.....	90	per pound.	
		Tape, white.....	30	per dozen.	
		Tape, black.....	18	do.	
		Timbles.....	2	each.	
William Lang.....	May 27, 1859	Candles	26 ⁹⁰ / ₁₀₀	per pound...	Boston, New York, and Norfolk.
F. R. Whitwell, jr.....	May 28, 1859	Saltwater soap	4 ¹ / ₄	do.....	Do. do. do.
William Lang.....	May 27, 1859	Mustard	9 ³ / ₄	do.....	New York.
		Pepper	11 ⁹⁰ / ₁₀₀	do.	
		Bottles	1 75	per gross.	
		Corks	12	do.	
Joseph Holmes.....	June 18, 1859	Fresh beef.....	9	per pound...	Portsmouth, N. H.
		Vegetables	1	do.	
J. B. Severance	June 22, 1859	Fresh beef	7	do.....	Boston, Mass.
		Vegetables	1 ¹ / ₄	do.	
Robert Butcher.....	June 17, 1859	Fresh beef	5 ⁶⁰ / ₁₀₀	do.....	New York.
		Vegetables	1 ⁶⁰ / ₁₀₀	do.	
John A. McDowell.....	June 13, 1859	Fresh beef	5 ⁶⁰ / ₁₀₀	do.....	Philadelphia, Pa.
		Vegetables	2 ¹ / ₄	do.	
George W. Pappler	June 9, 1859	Fresh beef	10	do.....	Baltimore, Md.
		Vegetables	2	do.	

O—Continued.

Names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
H. B. Otterback & Bro.....	May 30, 1859	Fresh beef	\$0 14 per pound...	Washington, D. C.
		Vegetables	6 do.	
William Ward.....	June 1, 1859	Fresh beef	9 do.....	Norfolk, Va.
		Vegetables	2 do.	
William T. Bell.....	June 13, 1859	Fresh beef	9 and 8 do.....	Warrington, Fla.
		Vegetables	2 do.	
Samuel B. Sherwood.....	April 11, 1859	Fresh beef	9 do.....	San Francisco, Cal.
		Vegetables	2 do.	
William N. Bonny.....	June 22, 1859	Biscuit.....	5 62½ per 100 lbs...	Warrington, Fla.
Do.....	do	Flour.....	6 75 per barrel...	Do.
James H. Whittaker.....	Sept. 16, 1859	1,000 barrels navy beef.....	12 50 do.....	Charlestown, Mass.
Do.....	do	4,000 do.....	11 90 do.....	Brooklyn, N. Y.
Brawley, Morris & Brawley.....	Sept. 21, 1859	1,000 barrels navy pork.....	14 99 do.....	Charlestown, Mass.
Do.....	do	4,000 do.....	14 99 do.....	Brooklyn, N. Y.
Do.....	do	500 do.....	14 99 do.....	Gosport, Va.
Gilbert Davis, (for four years).....	Nov. 7, 1859	Butter.....	28 per pound...	Boston, New York, and Norfolk.
CHARTER PARTIES.				
Brig Charles Miller.....	Nov. 6, 1858	Freight of stores.....	1 23 per barrel...	To Port Praya, Cape de Verd.
Bark E. H. Tarrington.....	Nov. 24, 1858	do.....	55 do.....	To Spezzia, Sardinia.
Ship Harry Hastings.....	Dec. 2, 1858	do.....	2 00 do.....	To Mare Island, Cal.
Bark Edisto.....	Jan. 20, 1859	do.....	2 40 do.....	To Rosario, S. A.
Bark Howland.....	April 18, 1859	do.....	98 do.....	To Porto Praya, Cape de Verd.
Bark Kremlin.....	June 8, 1859	do.....	1 50 do.....	To Hong Kong, China.
Schooner Hero.....	Sept. 12, 1859	do.....	95 do.....	To Key West, Fla.
Bark Fleet Eagle.....	Sept. 29, 1859	do.....	63½ do.....	To Spezzia, Sardinia.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

No. 6.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, October 17, 1859.

SIR: In compliance with your instructions of August 4, I have the honor to submit estimates of the amount required for the support of the Bureau of Medicine and Surgery, and the medical department of the navy, with the exception of hospitals, for the fiscal year ending June 30, 1861.

The fiscal condition of the medical department is represented as follows:

Balance of former appropriations remaining in the treasury,	\$2,939 97
Appropriations for surgeons' necessaries and appliances, per act of Congress approved March 3, 1859.....	35,600 00
Amount of hospital fund in treasury, June 30, 1859.....	122,539 17
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1861, (sched- ule A).....	9,990 00
Amount required for the support of the medical depart- ment of the navy on shipboard, and all naval stations, with the exception of hospitals, for year ending June 30, 1861, (schedule B).....	35,600 00
Appropriation for surgeons' necessaries and appliances, approved March 3, 1859.....	35,600 00

The estimates do not differ in any respect from those of the current year, and are as moderate as is consistent with prudence.

I submit "tabular statements of sick," compiled from the "reports of sick," from the naval stations within the United States, and from the squadrons and vessels on separate service, in commission, on home and foreign stations, for the year ending December 31, 1858.

The time for making this exhibit has been modified so as to embrace the entire operations of the medical department in the same period.

These tables exhibit the predominant diseases to which seamen are liable; the sickness incident to the various stations on which our public vessels are employed; the ratio of mortality among the sick; as well as the proportion of cases of sickness and death to the whole number engaged in the naval service.

Tabular statements of sick, compiled from the reports of sick from the naval stations within the United States, and from squadrons and vessels on separate service, in commission, on home and foreign stations, for the year ending December 31, 1858.

HOSPITALS.	Remaining sick, Dec. 31, 1857.	Admitted 1858.	Discharged 1858.	Died in 1858.	Total treated in 1858.	Remaining sick, Dec. 31, 1858.	Percentage of deaths to num- ber of cases treated.
Chelsea	6	189	177	9	195	9	4.60
New York	44	271	255	16	315	44	5.08
Philadelphia.....	9	121	97	22	130	11	16.92
Norfolk.....	33	245	255	10	280	15	3.57
Pensacola.....	7	75	73	1	82	8	1.21
Total	101	901	857	58	1,002	87	5.78
RECEIVING SHIPS.							
Boston	19	410	421	.....	429	8	.....
New York	6	222	213	1	228	14	0.48
Philadelphia . . . . .	.....	314	306	1	314	7	0.32
Baltimore.....	.....	108	96	1	108	11	0.92
Norfolk	6	105	108	1	111	2	0.90
Mare Island.....	.....	40	41	.....	41	.....	.....
NAVY-YARDS.							
Portsmouth, New Hampshire.....	.....	123	122	.....	123	1	.....
Boston	1	147	145	.....	148	3	.....
New York	4	206	205	1	210	4	0.47
Philadelphia.....	6	149	154	.....	155	1	.....
Washington, including marine barracks.	8	340	330	5	348	13	1.43
Norfolk.....	.....	264	257	.....	264	7	.....
Pensacola.....	6	224	228	.....	230	2	.....
Annapolis Naval Academy.....	10	444	452	.....	454	2	.....
Naval observatory and special service, Washington.....	3	160	161	.....	163	2	.....
Total	38	2,057	2,054	6	2,095	35	0.28

Squadrons, &c.	Number of persons on squadrons and special service.	Remaining sick, Dec. 31, 1857.	Admitted in 1858.	Discharged in 1858.	Died in 1858.	Total treated in 1858.	Remaining sick, Dec. 31, 1858.	Proportion of cases to number of per- sons in squadron.	Percentage of deaths to number of per- sons in squadron.	Percentage of deaths to number of cases treated.
Home	2,053	76	2,629	2,670	28	2,767	69	1.35	1.36	1.01
Pacific	1,289	45	1,668	1,648	13	1,713	52	1.33	1.01	0.76
Mediterranean	745	32	983	970	6	1,015	39	1.34	.80	.59
Brazil	725	17	837	829	6	854	19	1.18	.82	.70
African	808	37	1,133	1,137	5	1,170	28	1.44	.61	.42
East India.....	1,620	148	3,619	3,652	27	3,767	88	2.32	1.66	.71
Paraguay expedition	1,485	.....	516	479	.....	516	37	.35	.....	.....
Special service	793	4	752	754	2	756	.....	.95	.25	.26
Lakes	100	2	136	138	.....	138	.....	1.42	.....	.....
Coast survey.....	190	8	156	164	.....	164	.....	.86	.....	.....
Total	9,808	369	12,491	12,441	87	12,860	332	1.29	0.88	0.67

RECAPITULATION.

	Remaining sick December 31, 1857.	Admitted in 1858.	Discharged in 1858.	Died in 1858.	Total treated in 1858.	Remaining sick December 31, 1858.	Percentage of deaths to whole number of persons in the navy.	Percentage of deaths to whole number of cases treated.
Hospitals	101	901	857	58	1,002	87	.....	5.78
Navy-yards	38	2,057	2,054	6	2,095	35	.....	0.28
Receiving ships.....	32	1,199	1,185	4	1,231	42	.....	0.32
Squadrons, special service	369	12,491	12,441	87	12,860	332	.....	0.67
Total	540	16,648	16,537	155	17,188	496	1.30	0.90

Summary of prevalent forms of disease in squadrons on foreign and home service, and vessels on special duty, and on the Coast Survey, for the year 1858.

	Home squadron, 2,053 men.	Brazil squadron, 725 men.	African squadron, 808 men.	Pacific squadron, 1,289 men.	East India squad'n, 1,620 men.	Mediterranean squadron, 745 men.	Paraguay exped'n, 1,485 men.	Special service, 793 men.	Coast Survey, 190 men.
Febrile diseases.....	748	39	149	208	502	36	33	65	.....
Diseases of digestive system	328	125	187	291	1,020	190	88	128	14
Diseases of respiratory system	182	216	235	196	299	218	53	195	15
Diseases of circulatory system	22	4	9	18	11	5	9	8	.....
Diseases of brain and nervous system	55	13	86	62	55	19	10	36	6
Cutaneous and cellular system.....	265	67	105	133	216	125	72	78	7
Febrile, muscular, and osseous system.....	188	54	99	123	233	81	45	86	3
Genito-urinary system.....	79	105	60	180	293	57	66	82	17
Eye and ear.....	34	16	21	22	30	24	8	13	4
Wounds and injuries.....	206	109	100	137	230	84	77	117	15

These statistics afford a very satisfactory illustration of the physical efficiency of the crews of our public vessels. Indeed, unless we were enabled to maintain a high state of health on shipboard, the great improvements which characterize various departments of the navy at the present time would be of little avail.

Hygiene, or the science of preserving health, is one of the most important subjects that can engage the attention of the commander or medical officer; as it is obvious that the success of every military enterprise depends, in a great degree, upon the vigor and efficiency of the men under their charge.

The experience of recent wars demonstrates that disease is more destructive and fatal than the casualties of battle, and establishes the greater importance of prophylactic than curative measures.

The medical records of the British army show that in a force of about 48,000 men employed in the Crimea, between April, 1854, and June, 1856, the mortality from wounds and mechanical injuries was but 1,761, while deaths from diseases amounted to upwards of 16,000.

In the British fleet operating in the Baltic and Black seas, during the years 1854 and 1855, the mortality from wounds in action was 227; the deaths from disease were 1,574.

Of the 309,278 officers and soldiers of the French army sent to the Crimea during the war, 200,000 were received into hospital—50,000 on account of wounds received in battles, and 150,000 for diseases of various kinds contracted during the campaign. It is asserted that 40,000 deaths from disease alone occurred in the French army in the Crimea, during the months of January, February, and March, 1856.

Such results have awakened great attention to the means of preventing sickness by due regard to ventilation, cleanliness, clothing, diet, and other precautionary means, whenever large bodies of men are aggregated together, whether on shore or on shipboard, and have caused war to be regarded, in a great degree, as a "problem of sanitary science." It is the remark of one amply qualified to speak by his experience in the Crimea, that "disease kills more men than powder and ball, and it is often easy to prevent it by simple hygienic precautions."

At the close of the year 1857, there remained under treatment 540 cases; during the year 1858, there occurred 16,648 cases of disease, injury, &c., making a total of 17,188 cases treated during the year. Of this number, 155 died, 16,537 were returned to duty or discharged the service, leaving 496 cases under treatment at the end of the year 1858.

The average strength of the navy, officers, seamen, marines, and engineer corps included, for the year 1858, as nearly as can be ascertained, was about 11,895.

The proportion of cases admitted to the whole number of persons in service, was about 1.40, or each person was on the sick list $1\frac{4}{10}\%$ times during the year. The proportion of deaths to the whole number in service, was 1.30, and the percentage of deaths to the whole number of cases is 0.90, or one death in about 111 cases.

I have much satisfaction in referring to the very favorable sanitary condition of the navy exhibited by these statistics, and especially to the small proportion of deaths; for when the influence of varying climate

is considered, and the unpropitious circumstances under which grave disease is treated on shipboard, these results attest the skill and efficiency of the medical corps, as well as a commendable attention to all measures tending to the preservation of health.

The vessels of the African squadron continue to display a remarkable exemption from death; though the station presents so many circumstances unfavorable to health.

The flag-ship *Cumberland*, with a complement of 350 men, has just completed a cruise of upwards of two years, with a loss of three men by death; the average sick list during the cruise was upwards of eleven per day.

During the year 1858 the *Marion*, with a complement of 145, had no death. The *Vincennes*, with a complement of 195, had but one death. The *Dale*, with a complement of 150, had three deaths, though almost continually employed on the coast.

In the home squadron the ratio of mortality is larger than in the African squadron, though the per centage of cases of sickness is smaller; in the former it is 1.35, and in the latter 1.44 to the whole number employed.

The prevalent disease of the vessels of the home squadron is fever, of the intermittent or remittent character, owing to the constant presence of the vessels at the different points on the coast of Central America.

During the year 1858, the *Jamestown*, employed in the home squadron, with a complement of about 200, has had an average sick list of nearly 14, and reports two deaths; the *Saratoga*, with a complement of about 230, has had an average sick list of 14, and reports four deaths.

The *Colorado* and *Roanoke*, flag-ships of the home squadron, during the year, with a complement of about 575, report but three deaths and an average sick list of 17.

In the Mediterranean, the *Wabash*, flag-ship, with a complement of about 580, reports three deaths in the nine months of 1858, and a daily sick list of 15. The *Macedonian*, of nearly 300, reports two deaths in the same period, and an average daily sick list of 10.

In the East Indies, the *Minnesota*, with a complement of 570, lost 15 men by death, owing to an outbreak of cholera, and had a daily average of 37 sick during the year 1858.

The *Powhatan*, with a complement of 310, lost four men by death, and had an average sick list of 17 during the year.

The *Germantown*, with a complement of 200, lost two men, and had an average sick list of 12 during the year 1858.

The *Mississippi*, with a complement of 300, lost one man by death, and had an average sick list of 14 per day during the year.

In the Pacific, the flag-ship *Merrimack*, with a complement of about 575, had three deaths and an average sick list of 20 per day during the year 1858.

The *Saranac*, with a complement of about 230, lost four men by death, and had an average sick list of 14 during the same period. The *St. Mary's* sloop-of-war, with a complement of 190, had four deaths, and an average sick list of 9 during the year. The *Decatur*, sloop-of-war,

with a complement of 130 men, had one death, and an average sick list of 7.

In the Brazil squadron, the St. Lawrence, flag-ship, with a complement of 450, had three deaths, and an average sick list of 16 during 1858. The Falmouth, sloop, of 180 men, had two deaths, and a daily average sick list of 5.

HOSPITAL FUND.

The condition of the hospital fund is represented as follows :

Balance remaining on hand June 30, 1858.....	\$48,722	29
Transfers made by Fourth Auditor in settlement of accounts, &c.....	42,855	67
Ascertained value of ten acres of land belonging to navy hospital at Chelsea, transferred to government for purposes of a marine hospital.....	50,000	00
Transfers, on account of supplies from the naval laboratory, to vessels and navy-yards.....	14,666	60
	<hr/>	
Amount of funds for the year ending June 30, 1859.....	158,044	56
Expended during the year ending June 30, 1859.....	35,505	39
	<hr/>	
Balance remaining on hand July 1, 1859.....	122,539	17
	<hr/> <hr/>	

Naval hospitals are supported exclusively from this fund, which is maintained by a monthly deduction of twenty cents from the pay of officers, seamen, and marines; and the transfer of the pensions of such persons as commute their pensions for support in the naval asylum.

The expense, per week, of the hospital patients for the year ending June 30, 1858, has been \$2 56, under all the heads coming under the cognizance of this bureau.

NAVAL LABORATORY.

This establishment continues to meet all demands, and to answer satisfactorily the purpose for which it was established. In addition to its more legitimate duties, it has afforded valuable aid to other departments of the navy in the way of analysis, or other careful examination of various articles offered under contract, whose composition and quality could not be determined by mere physical inspection.

Amount purchased for laboratory for the year ending June 30, 1859	\$14,035	28
Value of issues from laboratory for same term.....	17,609	73
Stock on hand, machinery and appliances, June 30, 1859..	19,918	50
	<hr/> <hr/>	

INSANE OF THE NAVY.

On the 30th of September, 1858, one officer and ten seamen and marines remained under treatment in the government hospital for the

insane, near this city. During the year ending September 30, 1859, one officer and six seamen and marines were admitted; four seamen were discharged, and one died; leaving in the hospital September 30, thirteen patients, viz: two officers, two marines, and nine seamen.

Any special allusion to the merits of an institution which has already assumed so high a rank in our country is deemed supererogatory; it is believed to be unsurpassed, if, indeed, it be equalled, for its many facilities and conveniences for the proper treatment of the unfortunate beings, for whom the government has made such ample and considerate provision.

MEDICAL CORPS OF THE NAVY.

According to the schedule of the naval force to be employed during the year, thirty-nine surgeons and seventy passed and other assistant surgeons will be required for sea-service; hospitals, receiving ships, rendezvous, laboratory, and the Bureau of Medicine and Surgery require twenty-seven surgeons and eighteen passed and other assistant surgeons, making a total of sixty-six surgeons and eighty-eight passed and other assistant surgeons for the current service of the year.

The medical corps is restricted by act of Congress of August, 1842, to sixty-nine surgeons and eighty passed and other assistant surgeons; yet there is a very great deduction to be made from this number on account of the advanced age and infirmity of many members of the corps.

It is estimated that at least ten surgeons, or about one seventh of the entire number, and nearly an equal number of assistant surgeons, are no longer able to perform sea-service; and, as their share of duty is necessarily imposed upon the remainder of the corps, it will be seen how imperatively some measure of relief is needed to secure to medical officers the customary indulgence or relaxation from duty. The number of medical officers established by the act of 1842 was sufficient for the navy as constituted at that period; but the great increase of steamers and small vessels of late years has brought no corresponding increase of medical officers, so that the present defective corps is required to perform duties too numerous for its strength, if all its members were able to perform their share of work.

There are, upon the list of surgeons and assistant surgeons, officers who have not been to sea for upwards of twenty years, and who never will be able to perform a cruise; yet while they occupy a place upon the numerical roll, the promotion of young and efficient men is deferred.

I have no hesitation in saying that the medical corps, under its present organization, is insufficient for the current demands of the service; and while the navy is constantly expanding, age and the vicissitudes of naval life are surely adding to the embarrassments under which the medical department labors.

The necessity for additional medical officers has been repeatedly brought to the notice of the department, and though the appeal has thus far met with no success, its importance requires that I should

respectfully invite the attention of the honorable Secretary once more to the subject.

It will be seen from the schedule of vessels to be employed during the year that, if they are all put in commission, there will be a positive deficiency of assistant surgeons, even if those just returned from sea are called immediately into service; or else public vessels must encounter the risks of climate and casualty without medical aid.

Last year the bureau suggested, and the honorable Secretary recommended, an increase of twenty surgeons and twenty assistant surgeons.

I am of opinion that this number is not in excess of the present and immediate prospective demands of the navy, and that they could all be usefully employed. It would afford a reasonable indulgence to officers at the expiration of a cruise, as well as the ready means of providing for the contingencies and unexpected calls which are of constant occurrence in the public service.

Many vessels upon sickly stations are now without their proper complement of medical officers; and, as they are just as liable to sickness and to the influences of climate as any others, serious consequences might ensue if the ship was left entirely without medical aid.

No contracts have been made by the bureau during the year.

W. WHELAN.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

A.

Estimate of appropriations under the cognizance of the Bureau of Medicine and Surgery, for the support of said bureau, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
<i>Salaries.</i>			
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 4th class, assistant to chief, per act of March 3, 1853, Statutes at Large, 2d session 32d Congress, page 211.....	1,800 00		
Salaries of two clerks of the 2d class, at \$1,400 each, per acts of March 3, 1853, Statutes at Large, 2d 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, page 145.....	840 00		
Salary of laborer, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress, page 145.....	600 00		
	\$9,540 00		
<i>Contingent expenses.</i>			
Blank-books, stationery, and miscellaneous items.....	450 00		
Total required for support of bureau.....	9,990 00		\$9,990 00

B.

Estimate of appropriations under the cognizance of the Bureau of Medicine and Surgery, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
<i>Surgeons' necessities and appliances.</i>			
For the support of the medical department of vessels in commission, navy-yards, naval stations, marine corps, and Coast Survey, as follows:			
<i>Sailing vessels—31.</i>			
Two frigates, at \$1,100 each.....	\$2,200 00		
Four razee sloops, 1st and 2d class, at \$700.....	2,800 00		
Seventeen sloops, 1st, and 2d, and 3d class, at \$600.....	10,200 00		
Three brigs, at \$250.....	750 00		
Five store-ships, at \$200.....	1,000 00		
	\$16,950 00		
<i>Steam vessels—22.</i>			
Four screw steamers, 1st class, at \$1,100.....	4,400 00		
Four screw steamers, 2d class, at \$600.....	2,400 00		
Six screw steamers, 3d class, at \$400.....	2,400 00		
Four side-wheel steamers, 1st and 2d class, at \$600.....	2,400 00		
Four side-wheel steamers, 3d class, at \$300.....	1,200 00		
	12,800 00		

<i>Receiving ships—5.</i>			
Three ships-of-the-line, at \$500.....	1,500 00		
Two sloops, at \$150.....	300 00		
		1,800 00	
<i>Navy-yards—8.</i>			
Portsmouth, New Hampshire.....	150 00		
Boston, Massachusetts.....	150 00		
New York, New York.....	150 00		
Philadelphia, Pennsylvania.....	150 00		
Washington, District of Columbia, and marine barracks.....	1,200 00		
Norfolk, Virginia.....	200 00		
Pensacola, Florida.....	200 00		
Mare Island, California.....	150 00		
		2,350 00	
<i>Naval stations—2.</i>			
Naval Academy, Annapolis, Maryland.....	400 00		
Observatory, and general relief of officers.....	400 00		
		800 00	
<i>Coast Survey.</i>			
Twelve steam and sailing vessels, at \$75 each.....		900 00	
Total required.....		35,600 00	\$35,600 00

No. 7.

HEADQUARTERS OF THE MARINE CORPS,
Washington, November 21, 1859.

SIR: I have the honor to report that I have, within a few weeks, inspected all the marine stations except Pensacola.

At Portsmouth, New Hampshire, the barracks require a good deal of repairing; the floors of the men's quarters are worn through in places; the stairs are much worn; and the floors and stairs require to be made new. The roof is leaking, and will require a good deal of repairing. And I recommend that an arcade be put in front of the barracks, it being greatly needed for the protection of the men in that inclement climate.

At Boston, the barracks were surveyed and condemned many years since; and they have become so dilapidated the men can no longer be made comfortable in them, and they are not worth repairing. The site of the old barracks is the most suitable of any that can be obtained; and I recommend that new barracks be built upon the site of the old ones.

The barracks at New York are being constructed, and, I trust, they will be completed within a year, as they are greatly needed.

At Philadelphia the barracks are small; but, with a little repair, they will accommodate, for a few years, the small number of men that are usually at that post.

At Norfolk the barracks are dilapidated and not suited for the purpose for which they are used. The plan of the navy-yard has been drawn since those barracks were built, and they are placed where there is to be a street, which the commandant of the yard wishes to open. A suitable site can be procured adjacent to the navy-yard at a fair valuation, its location healthy, and the water-front much needed for naval purposes. I recommend that it be purchased and barracks built upon it, as they are greatly wanted.

At headquarters there is the usual wear of barracks to be provided for.

The corps is, at all times, nearly full, and at the different stations the recruits are being drilled and prepared for active service. In the army they have large barracks at different points for schools of practice for the officers and men. The same instructions should be imparted to the marines; but from want of accommodations and of numbers we find it impossible to instruct the men as infantry and as light and heavy artillery, as much as they should be before we are obliged to send them upon active duty at sea and on shore.

To remedy these wants, I earnestly recommend that the department should ask for an increase of seven captains, fourteen first and six second lieutenants, and nine hundred and thirty-two privates, with a proportional number of non-commissioned officers and musicians, that we may be enabled to meet the wants of the service. I also recommend that the department should ask for authority to construct quarters for the comfortable accommodation of the officers and men at the different points named in this report.

A general return of the marine corps, showing the disposition of the officers and men, will accompany this report.

I am, sir, very respectfully, yours,
 JOHN HARRIS,
Colonel Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

HEADQUARTERS OF THE MARINE CORPS,
Washington, September, 14, 1859.

SIR: I transmit herewith estimates in triplicate from the paymaster's department, for pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates of the United States marine corps, for the fiscal year ending June 30, 1861.

I am, very respectfully, your obedient servant,
 JOHN HARRIS,
Colonel Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Paymaster's Office, September 14, 1859.

SIR: I inclose herewith estimates in triplicate for pay and subsistence of officers, pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps, for the fiscal year ending June 30, 1861.

The total amount of the estimates now submitted is three thousand six hundred and fifty-eight dollars and fifty cents less than the amount appropriated for the present fiscal year, as follows:

Reduction in the number of extra or double rations to the commanding marine officers on board the receiving ships at Boston, New York, and Norfolk, and at the navy-yard, Washington, D. C., discontinued by general order of the Navy Department.....	\$2,232 00
Reduction in the number of additional rations to officers for five years' service.....	1,642 50
	3,874 50
Increase to the pay of the clerk in the assistant quartermaster's office, Philadelphia, authorized by the Navy Department.....	216 00
	3,658 50

I am, sir, very respectfully, your obedient servant,
 WILLIAM W. RUSSELL,
Paymaster United States Marine Corps.

Colonel JOHN HARRIS,
Commandant U. S. Marine Corps, Headquarters.

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, &c., from July 1, 1860, to June 30, 1861.

1358

Rank and grade.	Number.	PAY.			SUBSISTENCE.			Aggregate.	
		Pay per month.	Number of servants at \$11 per month.	Number of servants at \$12 per month.	Total.	Number of rations at 30 cents per ration.	Number of extra or double rations at 30 cents per ration.		Total.
Colonel commandant.....	1	\$95 00	2	.....	\$1,404 00	6	6	\$1,314 00	\$2,718 00
Lieutenant colonel.....	1	80 00	.....	.....	1,224 00	5	5	1,095 00	2,319 00
Major.....	4	70 00	2	.....	4,416 00	4	4	3,504 00	7,920 00
Paymaster, adjutant and inspector, and quartermaster.....	3	80 00	.....	2	3,744 00	4	.....	1,314 00	5,058 00
Assistant quartermaster.....	1	70 00	.....	1	984 00	4	.....	438 00	1,422 00
Captains commanding posts and at sea.....	8	70 00	1	.....	7,776 00	4	4	7,008 00	14,784 00
Captains.....	5	60 00	1	.....	4,260 00	4	.....	2,190 00	6,450 00
First lieutenants commanding guards of squadrons at sea.....	3	60 00	1	.....	2,556 00	4	4	2,628 00	5,184 00
First lieutenants.....	17	50 00	1	.....	12,444 00	4	.....	7,446 00	19,890 00
Second lieutenants.....	20	45 00	1	.....	13,440 00	4	.....	8,760 00	22,200 00
Sergeant major and quartermaster sergeant.....	2	24 00	.....	.....	576 00	.....	.....	.....	576 00
Drum major and fife major.....	2	22 00	.....	.....	528 00	.....	.....	.....	528 00
Orderly sergeants of posts and guards at sea.....	40	22 00	.....	.....	10,560 00	.....	.....	.....	10,560 00
Sergeants, first enlistment.....	56	17 00	.....	.....	11,424 00	.....	.....	.....	11,424 00
Sergeants, second enlistment.....	35	19 00	.....	.....	8,208 00	.....	.....	.....	8,208 00
Corporals, first enlistment.....	87	13 00	.....	.....	13,572 00	.....	.....	.....	13,572 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.....	1,168	11 00	.....	.....	154,176 00	.....	.....	.....	154,176 00
Privates, second enlistment.....	400	13 00	.....	.....	62,400 00	.....	.....	.....	62,400 00
Clerks to colonel commandant, paymaster, adjutant and inspector, quartermaster, and assistant quartermaster.....	10	.....	.....	.....	10,830 30	.....	.....	.....	10,830 30
Hospital steward and nurse in hospital.....	2	*1 50	.....	.....	1,095 00	.....	.....	.....	1,095 00
Messenger to commandant and staff at headquarters.....	1	.....	.....	.....	809 50	.....	.....	.....	809 50
Messenger to assistant quartermaster, Philadelphia.....	1	*1 00	.....	.....	365 00	.....	.....	.....	365 00
Additional rations to officers for five years' service.....	.....	.....	.....	.....	.....	180	.....	19,710 00	19,710 00
Bounty for reënlistment, (non-commissioned officers).....	.....	.....	.....	.....	1,119 00	.....	.....	.....	1,119 00

REPORT OF THE

Bounty for reenlistment, (musicians and privates)				4,125 00				4,125 00
Officers' servants, at \$11 50 per month for rations and clothing.....							9,936 00	9,936 00
Undrawn clothing.....							9,000 00	9,000 00
Additional pay for musicians of the band, per act August 18, 1856.....				1,200 00				1,200 00
				350,935 80			74,343 00	425,278 80

* Per day.

Respectfully submitted,
 HEADQUARTERS OF THE MARINE CORPS,
 Paymaster's Office, September 14, 1859.

WM. W. RUSSELL.
 Paymaster United States Marine Corps.

SECRETARY OF THE NAVY.

1859

HEADQUARTERS MARINE CORPS,

Washington, September 16, 1859.

SIR: I forward to the department, at the request of Major Sutherland, triplicate estimates for the supply of the quartermaster's department of the marine corps, from the 1st of July, 1860, to the 30th of June, 1861; also, duplicate schedules of bids and contracts for fuel and rations.

I am, sir, very respectfully, yours,

JOHN HARRIS,

Colonel Commandant.

Hon. ISAAC TOUCEY,

Secretary of the Navy.

HEADQUARTERS MARINE CORPS,

Quartermaster's Office, Washington, September 12, 1859.

SIR: I have the honor to transmit herewith, to be forwarded to the Navy Department, triplicate estimates for the support of the quartermaster's department marine corps, from 1st July, 1860, to the 30th June, 1861; also duplicate schedules of bids and contracts for fuel and rations.

These estimates do not vary from those submitted last year.

I am, sir, very respectfully, your obedient servant,

D. J. SUTHERLAND,

Quartermaster United States Marine Corps.

Colonel JOHN HARRIS,

Commandant Marine Corps, Headquarters.

Estimate of the expenses of the quartermaster's department of the United States Marine Corps for one year from July 1, 1860, to June 30, 1861.

There will be required for the quartermaster's department of the marine corps, for one year, commencing on the 1st July, 1860, in addition to the balances then remaining on hand, the sum of two hundred and seventy-four thousand four hundred and fifty-seven dollars and twenty-five cents, viz:

For clothing.....	\$73,856 00
For clothing, to refund overpayments on account of this appropriation for former years.....	40,000 00
For provisions.....	71,759 00
For fuel.....	22,342 25
For military stores, viz: pay of armorers, repair of arms, purchase of accouterments, ordnance stores, flags, drums, fifes, and other instruments.....	12,000 00
For transportation of officers and troops, and for expenses of recruiting.....	14,000 00

For repair of barracks, and rent of offices, where there are no buildings for that purpose.....	\$8,000 00
For contingencies, viz: freight, ferriage, toll, cartage, wharfage, compensation to judge advocates, per diem for attending courts martial, courts of inquiry, and 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, bedsacks, spades, shovels, axes, picks, carpenter's tools, keep of a horse for the messenger, pay of matron, washerwoman, and porter at hospital headquarters.....	32,500 00
Total required.....	274,457 25

Respectfully submitted,

D. J. SUTHERLAND,
Major and Quartermaster, U. S. Marine Corps.

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations, at twenty cents.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen.....	948	33	.....	981	1	\$71,613 00
Matron and washerwoman at hospital, headquarters.....		1	1	2	1	146 00
Amount required.....						71,759 00

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$36 per annum.....	\$1,896 00	\$68,256 00
700 watch coats, at \$8 each.....		5,600 00
Amount required.....		73,856 00

FUEL.

For whom required.	Number.	Amount.		Amount.
		<i>Cords.</i>	<i>Fl.</i>	<i>Cords.</i> <i>Fl.</i>
Colonel commandant.....	1	36	4	36 4
Lieutenant colonel.....	1	29	4	29 4
Majors.....	4	29	4	118 0
Staff majors.....	3	29	4	88 4
Staff captains.....	1	24	6	24 6
Captains.....	12	24	6	297 0
Lieutenants, first and second.....	24	16	4	396 0
Non-commissioned officers, musicians, privates, washerwomen, and servants.....	1,031	1	4	1,546 4
Matron to hospital, headquarters.....	1	1	4	1 4
Hospital, headquarters.....	1	33	0	33 0
Hospitals at other posts.....	5	16	4	82 4
Armory at headquarters.....	1	30	0	30 0
Mess rooms for officers.....	7	3	4	24 4
Offices of commandant and staff, and commanding officers of posts.....	15	7	0	105 0
Officers-of-day's room.....	7	3	4	24 4
Guard rooms at barracks and navy-yards.....	9	21	0	189 0
Stores for clothing and other supplies.....	3	5	0	15 0
One fourth additional on 600 cords, the quantity supposed to be required in latitude north of 39°.....				150 0
Amount required.....				3,191 6
Which, at \$7 per cord, is.....				\$22,342 25

Schedule of bids received by Major D. J. Sutherland, Quartermaster Marine Corps, for fuel for Marine Corps, under advertisement of April 15, 1859.

No.	Names of bidders.	Portsmouth, N. H.		Charlestown, Mass.		Brooklyn, N. Y.		Philadelphia, Pa.		Washington, D. C.		Gosport, Va.		Warrington, Fla.	
		Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.
1	Robert Todd.....			\$6 90	\$5 50										
2	Alex. Convery.....							\$5 67	\$4 20						
3	Henderson Fowler*.....										\$4 45				
4	F. Zantzingher.....											\$4 70	\$6 90		
5	J. C. Hobday.....											5 24	5 25		
6	T. E. Cahill.....							5 90	4 12 $\frac{1}{2}$						
7	R. W. Bates.....									\$4 98					
8	R. W. Bates.....										4 43				
9	T. Edward Clarke.....									4 90	4 42				
10	P. Otterback, jr.....									4 57 $\frac{1}{2}$	4 38				
11	S. A. H. Marks, jr.....									5 25					
12	Burke & McGranahan.....								3 80						
13	Peters & Reed.....											5 50	6 30		
14	S. & E. Knight.....			5 90	5 70										
15	Andrew McFarland*.....							4 25	3 30						
16	John Walker*.....		\$6 94												
17	Alfred Hoitt.....	\$6 90	6 90												
18	E. F. Sise & Co*.....		7 00												
19	John Laughlin.....					\$6 19	\$5 15								
20	John Muchmore.....					5 60	5 60								
21	C. P. Knapp.....														
22	George G. Pattison*.....													\$4 20	
23	George H. Oneal*.....													6 00	6 75

E. E.

* Informal.

HEADQUARTERS MARINE CORPS, Quartermaster's Office, Washington, September 12, 1859.

D. J. SUTHERLAND, Quartermaster United States Marine Corps.

SECRETARY OF THE NAVY.

1363

Schedule of "contracts for fuel" for the Marine Corps, for the fiscal year ending June 30, 1860.

Names of the contractors.	Place of residence.	Date of contracts.	What stations.	Coal per ton.	Wood per cord.	What period.
Alfred Hoitt	Durham, New Hampshire	June 1, 1859	Portsmouth, New Hampshire	\$6 90		July 1, 1859, to June 30, 1860. Do. do. Do. do.
Robert Todd	Charlestown, Massachusetts	do.	Charlestown, Massachusetts	5 50	\$6 90	
S. & E. Knight	do.	do.	do.		5 90	
John Muehmore	Brooklyn, New York	do.	Brooklyn, New York		5 60	
John Loughlin	do.	do.	do.	5 15		
Burke & McGranahan	Philadelphia, Pennsylvania	do.	Philadelphia, Pennsylvania	3 80		
Alexander Convery	do.	do.	do.		5 87	
S. A. H. Marks, jr	Washington, District Columbia	do.	Washington, District Columbia	4 38		
P. Otterback, jr	do.	do.	do.		4 87½	
Peters & Reed	Portsmouth, Virginia	do.	Gosport, Virginia	6 30		
F. Zantzing	Norfolk, Virginia	do.	do.		4 70	
C. P. Knapp	Pensacola, Florida	do.	Warrington, Florida		4 20	

E. E.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, September 12, 1859.

D. J. SUTHERLAND, Quartermaster United States Marine Corps.

Schedule of bids for rations, for 1859, under advertisement dated September 28, 1858.

Names of bidders.	WHAT STATION.							Remarks.
	Washington, D. C.	Philadelphia, Pa.	New York, N. Y.	Boston, Mass.	Portsmouth, N. H.	Norfolk, Va.	Warrington, Fla.	
	Per 100.	Per 100.	Per 100.	Per 100.	Per 100.	Per 100.	Per 100.	
Z. M. P. King.....	\$17 34							Accepted.
N. W. Burchell.....								
C. P. Knapp.....						\$2 20		Accepted for Norfolk, Virginia.
Martin P. King.....	17 00						\$19 75	
W. H. Arnold.....	18 25							
N. H. Graham.....	19 20							
James Nokes.....	20 99	\$21 48	\$21 20	\$17 20	\$19 00	20 00		
John O'Varrell.....		23 50				25 00		
George G. Pattison.....					17 65			
D. F. Keeling.....	23 40		23 40				20 00	
E. F. Queen.....	20 00					23 20		
B. Carter, jr.....				17 93				
David Cooper.....		14 70	15 20					Declined by letter of November 8, 1858.
Charles G. Barkley.....							23 00	
Peter Higgins.....			22 00	17 18	17 63			Accepted for Boston, Mass., and Portsmouth, New Hampshire. Accepted for Washington, D. C., Accepted for New York, N. Y., and Philadelphia, Pa.
A. P. Hoover.....	16 95	25 00	25 00	26 00	27 00	26 00	30 00	
S. Reckless.....		21 45	21 00		22 00			
John O'Varrell.....				18 85				
B. Carter, jr.....					17 87			

E. E.

HEADQUARTERS MARINE CORPS, Quartermaster's Office, Washington, September 12, 1859.

D. J. SUTHERLAND, Quartermaster United States Marine Corps.

SECRETARY OF THE NAVY.

1365

Schedule of existing contracts for rations for Marine Corps, during the year 1859.

Names of contractors.	Place of residence.	Date of contract.	What stations.	Rations per 100.	What period.
Peter Higgins.....	Boston, Mass	November 1, 1858	Portsmouth, N. H.....	\$17 63	During the year 1859.
Peter Higgins.....	do.....	do.....	Charlestown, Mass.....	17 18	
S. Reckless.....	Philadelphia, Pa	do.....	Brooklyn, N. Y.....	21 00	
S. Reckless.....	do.....	do.....	Philadelphia, Pa	21 45	
A. P. Hoover	Washington, D. C.....	do.....	Washington, D. C.....	16 95	
N. H. Graham.....	Philadelphia, Pa	do.....	Gosport, Va	20 00	
C. P. Knapp	Pensacola, Fla	do.....	Warrington, Fla	19 75	

E. E.

HEADQUARTERS MARINE CORPS, Quartermaster's Office, Washington, September 12, 1859.

D. J. SUTHERLAND,
Quartermaster United States Marine Corps.

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, 1861.

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

Appropriated for the fiscal year 1859-60.

For salaries	\$95,800 00
For contingent.....	6,340 00

No. 9.

General estimate of the sums required for the support of the Southwest Executive Building, for the fiscal year ending June 30, 1861.

CIVIL.

For salaries.....	\$2,400 00
For contingent.....	3,913 00

APPROPRIATED FOR FISCAL YEAR 1859-60.

For salaries.....	\$2,400 00
For contingent.....	3,913 00

Summary estimate of appropriations under the cognizance of the Navy Department, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Office of the Secretary of the Navy.	Bureau of Yards & Docks.	Bureau of Ordnance & Hydrography.	Bureau of Construction, Equipment, & Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine & Surgery.	Aggregates.
NAVY PROPER.							
Pay of the navy	\$487,075 00	\$262,774 00	\$204,286 58	\$3,148,680 00			\$4,102,815 58
Repair, equipment, &c.....				2,523,000 00			2,523,000 00
Fuel for the navy				840,000 00			840,000 00
Purchase of hemp, &c.....				300,000 00			300,000 00
Ordnance and ordnance stores			338,000 00				338,000 00
Provisions					\$941,700 00		941,700 00
Surgeons' necessaries, &c.....						\$35,600 00	35,600 00
Contingent, enumerated.....		478,000 00		350,000 00	68,000 00		895,000 00
	478,075 00	740,774 00	542,286 58	7,161,680 00	1,009,700 00	35,600 00	9,977,115 58
MARINE CORPS.							
Pay							\$425,278 80
Clothing							113,856 00
Provisions							71,759 00
Fuel							22,342 25
Military stores.....							12,000 00
Transportation.....							14,000 00
Repairs of barracks, &c.....							8,000 00
Contingent, enumerated.....							32,500 00
							699,736 05

SPECIAL OBJECTS

Navy-yards.

Portsmouth, N. H.....	\$10,000 00
Boston.....	15,000 00
New York.....	20,000 00
Philadelphia.....	15,000 00
Washington.....	10,000 00
Norfolk.....	20,000 00
Pensacola.....	10,000 00
Mare Island.....	20,000 00
Sackett's Harbor.....	1,000 00

\$121,000 00

Hospitals.

Boston.....	2,500 00
New York.....	7,000 00
Philadelphia, (asylum).....	32,150 00
Norfolk.....	18,270 00
Pensacola.....	10,500 00

70,420 00

Magazines.

Boston.....	2,000 00
Philadelphia.....	600 00
Washington.....	4,000 00
Norfolk.....	10,700 00
Pensacola.....	48,694 00

65,994 00

Miscellaneous.

Pay of superintendents.....	148,604 00
Naval Observatory.....	

\$34,000 00

SECRETARY OF THE NAVY.

1869

No. 10—Continued.

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REPORT OF THE

Heads or titles of appropriations.	Office of the Secretary of the Navy.	Bureau of Yards & Docks.	Bureau of Ordnance & Hydrography.	Bureau of Construction, Equipment, & Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine & Surgery.	Aggregates.
Naval Academy.....			\$57,096 00				
Nautical Almanac.....			25,880 00				
Charter of steamer on East India station....	\$45,000 00						
	45,000 00	\$148,604 00	116,976 00				\$310,580 00
							<u>567,994 00</u>

AGGREGATE—NAVY.

Navy proper.....	\$9,977,115 58
Marine corps.....	699,736 05
Special objects—	
Navy-yards.....	\$121,000 00
Hospitals.....	70,420 00
Magazines.....	65,994 00
Miscellaneous.....	<u>310,580 00</u>
	<u>567,994 00</u>
	<u><u>11,244,845 63</u></u>

No. 11.—*General estimate of appropriations under the cognizance of the Navy Department, for the support of the Navy, required for the service of the fiscal year ending June 30, 1861.*

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
For pay of commission, warrant, and petty officers and seamen, including the engineer corps.	\$4,102,815 58	.....	\$3,930,439 00
For provisions for commission, warrant, and petty officers and seamen, including engineers; and also marines attached to vessels for sea-service.....	941,700 00	.....	945,840 00
For surgeons' necessaries and appliances for the sick and hurt of the navy, including the engineer and marine corps.....	35,600 00	.....	35,600 00
For the repair and equipment of vessels of the navy.....	2,523,000 00	.....	1,000,000 00
For fuel for the navy.....	840,000 00	.....	600,000 00
For the purchase of hemp and other materials for the navy.....	300,000 00	.....	300,000 00
For ordnance and ordnance stores, including incidental expenses.....	338,000 00	.....	563,000 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; repair of, and attending to, steam-engines in navy-yards; purchase and maintenance of horses and oxen, and driving teams; carts, timber-wheels, and the purchase and repair of workmen's tools; postage of public letters; 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; traveling expenses of officers and others under orders; funeral expenses; store and office rent; 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, courts of inquiry, and other services authorized by law; pay to judges advocate; pilotage and towage of vessels, and assistance to vessels in distress; and for bills of health and quarantine expenses of vessels of the United States navy in foreign ports.....	896,000 00	896,000 00
	9,977,115 58	8,270,879 00

SECRETARY OF THE NAVY.

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General estimate of appropriations under the cognizance of the Navy Department, for the support of the Marine Corps, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
For pay of officers, non-commissioned officers, musicians, privates, clerks, servants, &c., rations and clothing for servants, additional rations to officers for five years' service, undrawn clothing and rations, bounties for reënlistments	\$425,278 80		\$428,937 30
For provisions	71,759 00		71,759 00
For clothing	113,856 00		73,856 00
For fuel	22,342 25		22,342 25
For military stores, viz: pay of armorers, repair of arms, purchase of accouterments, ordnance stores, flags, drums, fifes, and other instruments	12,000 00		12,000 00
For transportation of officers and troops, and expenses of recruiting	14,000 00		14,000 00
For repair of barracks, and rent of offices where there are no public buildings for that purpose	8,000 00		8,000 00
For contingencies, viz: freight, ferriage, toll, cartage, wharfage; compensation to judges advocate; per diem for attending courts-martial, courts of inquiry, and for constant labor; house rent in lieu of quarters; burial of deceased marines; printing, stationery, postage, telegraphing; apprehension of deserters; oil, candles, gas, forage, straw, furniture, bed-sacks, spades, shovels, axes, picks, carpenter's tools; keep of a horse for the messenger; pay of matron, washerwoman, and porter at the hospital, headquarters	32,500 00		32,500 00
Total	699,736 05		663,394 55

General estimate of appropriations under the cognizance of the Navy Department, for special objects, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
For improvements and repairs at navy-yards and stations.....	\$121,000 00	\$76,000 00	\$121,000 00
For improvements and repairs at the naval hospitals.....	70,420 00	18,500 00	76,085 00
For improvements and repairs at the naval magazines.....	65,994 00	43,000 00	114,957 00
For pay of superintendents, naval constructors, and civil establishments of the navy-yards and stations.....	148,604 00	61,000 00	152,454 00
For the purchase of articles, and incidental expenses connected with the Naval Observatory and Hydrographical Office, Washington.....	34,000 00	.....	53,000 00
For the improvement and repairs of building and grounds, and support of the Naval Academy at Annapolis, Maryland.....	57,096 00	.....	50,000 00
For preparing for publication the Nautical Almanac.....	25,880 00	.....	.....
For charter of steamer on East India station.....	45,000 00	.....	.....
	567,994 00	198,500 00	567,496 00

NOTE.—The amounts in the column headed “estimates of balances of appropriations unexpended on 30th June, 1860,” are those which will probably remain in the treasury at that date under the several heads of appropriation, but as the work in progress at the several yards for which the appropriations were made will absorb these balances, they will not be available in the next year for objects other than those for which they were appropriated.

No. 14.

TREASURY DEPARTMENT,
Second Comptroller's Office, November 14, 1859.

SIR: I have the honor to transmit in duplicate a statement of the appropriations for the Navy Department for the fiscal year 1858-59, showing the balances of appropriations on the 1st of July, 1858; the appropriations made for the fiscal year 1858-59; the repayments and transfers in same period; amounts applicable to the service of the aforesaid fiscal year; the amounts drawn by requisitions on the treasury in sametime; and, finally, the balances on the 1st of July, 1859; prepared in pursuance of an act of Congress, approved May 1, 1820.

Very respectfully, sir, your obedient servant,

J. MADISON CUTTS,
Comptroller.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

No. 14—Continued.

Statement of the appropriations for the service of the Navy Department from July 1, 1858, to June 30, 1859, made in pursuance of the provisions of the second section of the act of Congress of May 1, 1820, entitled "An act in addition to the several acts for the establishment of the Treasury, War, and Navy Departments."

Heads of appropriations.	Balances of appropriations, July 1, 1858.	Appropriations for the fiscal year 1858-59.	Repayments from July 1, 1858, to June 30, 1859.	Amounts applicable to the service of fiscal year 1858-59.	Amounts drawn by requisitions from the treasury during the fiscal year 1858-59.	Balances, June 30, 1859.
Pay of the navy	\$527,217 05	\$3,867,799 00	\$690,872 51	\$5,085,888 56	\$4,047,856 29	\$1,038,032 27
Contingent expenses.....	9,993 23	897,600 00	264,009 59	1,171,602 82	1,168,826 84	2,775 98
Increase, repairs, &c.....	582,323 90	3,448,000 00	551,416 18	4,581,740 08	4,105,751 60	475,988 48
Provisions for navy.....	405 33	941,700 00	23,319 50	965,424 83	962,746 16	2,678 67
Clothing for navy.....	194,519 76		226,744 10	421,263 86	280,086 55	141,177 31
Naval Academy.....		45,671 22	2,445 00	48,116 22	46,111 67	2,004 55
Books, maps, &c.....	765 96		23 00	788 96	788 96	
Nautical instruments.....	3,208 93	18,000 00	568 56	21,777 49	21,728 00	49 49
Nautical Almanac.....	13,844 27	26,880 00	235 90	40,960 17	27,015 40	13,944 77
Publishing Sailing Directions.....	33,200 00	5,000 00	247 21	38,447 21	20,262 25	18,184 96
Publishing Wind and Current Charts.....	14,703 35	18,000 00	1,635 01	34,338 36	7,201 69	27,136 67
Contingent expenses and wages at Observatory.....	6,893 41	6,160 00	305 43	13,358 84	8,765 02	4,593 82
Pay of superintendents, &c.....	71,449 45	139,232 00	211 67	210,893 12	148,154 84	62,738 28
Pay of dropped naval officers.....	6,200 00		700 98	6,900 98	1,000 00	5,900 98
Increase pay to clerks at Washington navy-yard, &c.....		11,009 03		11,009 03	11,009 03	
Extra pay, &c., to those serving in the Pacific.....		19,450 69	3,291 31	22,742 00	22,742 00	
Pay of clerks in naval astronomical expedition.....		3,580 85	216 43	3,797 28	3,797 28	
Prize money.....	26,573 59	830 05	419 13	27,822 77		27,822 77
Navy-yard, Portsmouth, N. H.....	86,113 89	52,215 00	7,371 41	145,700 30	96,656 88	49,043 42
Navy-yard, Boston.....	174,373 39	203,500 00	15,046 85	392,920 24	243,920 05	149,000 19
Navy-yard, New York.....	162,772 81	269,516 00	510 26	432,799 07	325,886 53	106,912 54
Navy-yard, Philadelphia.....	18,822 70	97,214 00	13,311 27	129,347 97	65,325 60	64,022 37
Navy-yard, Washington.....	51,302 60	99,100 00	33,625 02	184,027 62	109,486 31	74,541 31

SECRETARY OF THE NAVY.

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STATEMENT—Continued.

Heads of appropriations.	Balances of appropriations, July 1, 1858.	Appropriations for the fiscal year 1858-59.	Repayments from July 1, 1858, to June 30, 1859.	Amounts applicable to the service of fiscal year 1858-59.	Amounts drawn by requisitions from the treasury during the fiscal year 1858-59.	Balances, June 30, 1859.
Navy-yard, Norfolk.....	\$6,059 38	\$395,808 00	\$5,297 75	\$317,075 13	\$232,064 81	\$85,010 32
Navy-yard, Pensacola.....	73,605 63	247,365 00	3,215 50	324,186 13	194,178 96	130,007 17
Navy-yard, San Francisco, California.....	104,100 61	317,971 00	64,504 08	486,575 69	340,538 30	146,037 39
Navy-yard, Blythe Island.....	69,435 15			69,435 15		69,435 15
Navy-yard, Sackett's Harbor.....	3,687 58		8 23	3,695 81	3,687 58	8 23
Magazine, Portsmouth, N. H.....	11,005 33	46,600 00	4,526 19	62,131 52	20,248 00	41,883 52
Magazine, Boston.....	16,683 43	1,500 00	3,354 50	21,537 93	14,905 26	6,632 67
Magazine, New York.....	29,192 43	6,800 00		35,992 43	6,335 67	29,656 76
Magazine, Philadelphia.....	9,240 88	1,000 00	31 49	10,272 37	9,462 95	809 42
Magazine, Washington.....	41,136 47		50 30	41,186 77	32,944 07	8,242 70
Magazine, Norfolk.....	28,624 33	61,265 00	275 71	90,165 04	65,067 22	25,097 82
Magazine, Pensacola.....	5,039 68	1,000 00	235 30	6,274 98	5,790 98	484 00
Magazine, Mare Island.....		11,450 00	13,378 98	24,828 98	13,389 98	11,439 00
Surgeons' necessaries.....	7,799 41	32,150 00	3,595 57	43,544 98	32,606 83	10,938 15
Navy hospital fund.....	45,225 86		105,125 87	150,351 73	35,505 39	114,846 34
Navy hospital, Boston.....	2,183 83	3,000 00	562 66	5,746 49	3,846 84	1,899 65
Navy hospital, New York.....	2 98	13,200 00	4,983 49	18,186 47	9,141 39	9,045 08
Navy hospital, Philadelphia.....	19,003 92	34,892 00	113 25	54,009 17	28,391 01	25,618 16
Navy hospital, Norfolk.....	3,135 00	11,000 00	355 30	14,490 30	14,041 03	449 27
Navy hospital, Pensacola.....	14,768 71	18,700 00		33,468 71	19,330 52	14,138 19
Six steam frigates.....	1,160,173 61		18,068 65	1,178,242 26	370,172 80	808,069 46
Five steam sloops.....	527,609 04	1,350,000 00	45,193 16	1,922,802 20	1,060,025 07	862,777 13
Seven screw propellers, and one side-wheel steamer.....		1,200,000 00	424 22	1,200,424 22	999,621 23	200,802 99
Stevens's war steamer.....	79,475 09			79,475 09		79,475 09
Steam mail service.....	761,100 64	1,080,750 00		1,841,850 64	*864,073 41	977,777 23
Basin and railway, California.....	8,267 81			8,267 81	8,267 81	
Coal depot at Key West.....	158 93			158 93	158 93	
Dry dock at Pensacola.....			279 55	279 55	279 55	
Dry dock at Philadelphia.....			1,042 96	1,042 96	1,042 96	

Charts of La Plata, &c.....	5,541 83	11,700 00	992 00	18,233 83	8,373 83	9,860 01
Exploration of the Parana, &c.....	23,425 62			23,425 62	4,200 00	19,225 62
Exploration and verification of ship canal near Isthmus of Darien.....	8,078 98		15 62	8,094 60	7,024 34	1,070 26
Arranging specimens of natural history.....	6,840 32		838 19	7,678 51	1,880 40	5,798 11
Meteorological observations.....	875 00	2,000 00	125 00	3,000 00	1,875 00	1,125 00
Testing useful inventions.....	8,995 80		12 00	9,007 80	204 52	8,803 28
Testing improvements in steam boilers.....	5,149 81		15 25	5,165 06	1,300 00	3,865 06
Arming and manning ordnance ship Plymouth.....	21,216 11		801 00	22,017 11	3,175 12	18,841 99
Purchase or charter of vessels for Paraguay expedition.....		289,000 00		289,000 00	221,452 00	67,548 00
Construction of sewer on Flushing avenue, New York, act March 3, 1857.....	60,000 00			60,000 00	†60,000 000	
Courts of inquiry.....		110,000 00		110,000 00	110,000 00	
Code of regulations.....		3,000 00		3,000 00	3,000 00	
Mexican hostilities.....	29,388 59		50 00	29,438 59	788 72	28,649 87
Military contributions, Mexico.....	4,466 56			4,466 56		4,466 56
Pay of marine corps.....	5,484 62	395,578 26	45,781 13	446,844 01	445,200 82	1,643 19
Provisions for marine corps.....		64,313 00		64,313 00	64,313 00	
Clothing for marine corps.....		66,512 00	301 02	66,813 02	66,813 02	
Fuel for marine corps.....		20,756 75		20,756 75	20,756 75	
Transportation of marine corps.....		12,000 00	2,822 08	14,822 08	14,622 08	200 00
Military stores, marine corps.....		25,000 00		25,000 00	25,000 00	
Repairs of barracks, marine corps.....		8,000 00	1 00	8,001 00	8,001 00	
Contingent of marine corps.....		32,500 00	405 00	32,905 00	32,905 00	
Marine barracks, Brooklyn.....	96,000 00			96,000 00	1,086 10	94,913 90
Marine barracks, Pensacola.....	28,862 85	16,800 00		45,662 85	45,075 72	587 13
Relief of widows and orphans of those lost in the Albany, &c., act August 1, 1856.....		1,176 00		1,176 00	1,176 00	
Relief of widows and orphans of forward officers lost in brig Somers.....		144 00		144 00	144 00	
Relief of John Guest and others, act 26th January, 1857....	40 49			40 49	†40 49	
Relief of John L. Sanders, act 3d March, 1857.....		80 00		80 00	80 00	
Relief of captors of British brig Caledonia, act 23d February, 1859.....		12,000 00		12,000 00	12,200 00	
Relief of Charles D. Maxwell, surgeon, act 20th March, 1858.....		338,99		338 99	338 99	

* \$406,087 50 of this sum transferred by warrant to Treasury Department proper, for the following purposes, viz: Transportation of the mails between San Francisco, California, and Olympia, Washington Territory, \$122,500; transportation of the mails on Puget's Sound, 22,400; and transportation of the mails from Panama to California and Oregon, and back, \$261,187 50.

† Surplus fund.

STATEMENT—Continued.

Heads of appropriations.	Balances of appropriations, July 1, 1858.	Appropriations for the fiscal year 1858-59.	Repayments from July 1, 1858, to June 30, 1859.	Amounts applicable to the service of fiscal year 1858-59.	Amounts drawn by requisitions from the treasury during the fiscal year 1858-59.	Balances, June 30, 1859.
Relief of Lucy A. Wakefield, act 3d March, 1859.....		\$646 18		\$646 18	\$646 18	
Relief of Joseph Morehead, act February 16, 1853.....		625 47		625 47	625 47	
Total	\$5,315,765 93	15,987,079 49	\$2,163,218 32	23,466,063 74	17,272,336 04	\$6,193,727 70

RECAPITULATION.

Amount applicable to the service of the fiscal year 1858-59, as per aggregate of fourth column.....	\$23,466,063 74
From which deduct amount of refunding and transfer requisitions, per third column.....	2,163,218 32
Will show the amount applicable to the above period.....	<hr/> 21,302,845 42
From which deduct amount drawn by requisitions from the treasury, as per aggregate of fifth column.....	\$17,272,336 04
From which last sum deduct amount drawn by refunding and transfer requisitions, as per third column.....	2,163,218 32
	<hr/> 15,109,117 72
Will leave the aggregate of the sixth column of balances, on June 30, 1859.....	<hr/> <hr/> 6,193,727 70

TREASURY DEPARTMENT, Second Comptroller's Office, November 14, 1859.

No. 15.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE,
December 3, 1859.

SIR: I have the honor to transmit herewith two copies of an abstract of expenditures under the head of "contingent of the navy" and "contingent of the marine corps," as settled and allowed at this office, from July 1, 1858, to June 30, 1859.

Very respectfully, your obedient servant,

A. J. O'BANNON,
Fourth Auditor.

Hon. ISAAC TOUCEY,
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, 1858, to 30th of June, 1859.

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Number of account.	Date.	Name.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1858.					
1719	July 5	Wm. Badger.....	Navy agent.....	\$6,545 91		For travel, fuel, stationery, advertising, &c.
1730	13	Geo. F. Cutter.....	Purser.....	567 50		Pay of laborers and mechanics.
1731		George Loyall.....	Navy agent.....	15,658 81		Freight, stationery, fuel, &c.
1732	15	L. Warrington.....	Purser.....	20,130 26		Judge advocate fees, passage of crew from the Pacific, pilotage, &c.
1733	16	J. V. B. Bleecker.....	do.....	10 64		Transportation of specie.
1735	17	Wm. Nelson.....	Acting purser.....	3,172 59		Premium on coin, custom-house charges, &c.
1738		C. C. Upham.....	Purser.....	793 66		Pilotage, postage, &c.
		do.....	do.....	256 68		Bill of exchange, &c.
1742	20	L. Warrington.....	do.....	166 00		Travel, &c.
1743	27	J. W. Newton.....	Chaplain.....	300 00		Do.
1744		Edward T. Dunn.....	Purser.....	17,941 90		Pay of mechanics, laborers, &c.
1747	30	A. E. Maxwell.....	Navy agent.....	3,991 50		Freight, stationery, fuel, &c.
1749	August 3	L. D. Slamm.....	Purser.....	3,927 92		Pay of mechanics and laborers.
1750	5	B. D. Heriot.....	Navy agent.....	477 29		Travel, freight, fuel, &c.
1751	6	Henry Etting.....	Purser.....	3,786 25		Pay of laborers, &c., in navy-yard.
1752	7	John L. Broome.....	Acting purser.....	292 15		Pilotage, travel, postage, &c.
1753	9	Baring Bro's & Co.....	Foreign navy agents.....	5,441 61		Commissions, exchange, &c.
1756	11	Joseph Fry.....	Lieutenant.....	590 90		Travel, &c.
1757	12	John J. Jones.....	Purser.....	2,585 86		Boat hire, pilotage, &c.
1758	13	R. M. Harrison.....	Consul.....	132 58		Storage, advertising, &c.
1759	15	H. G. S. Key.....	Navy agent.....	4,329 56		Fuel, advertising, freight, travel, &c.
1763	23	John C. Hunter.....	Late purser.....	53 00		Travel, &c.
1764	23	John Rodgers.....	Acting purser.....	111 37		Pilotage, postage, &c.
1765	23	George N. Sanders.....	Navy agent.....	25,803 08		Travel, salary, freight, fuel, &c.
		do.....	do.....	25 28		Observatory.
1767	25	James Armstrong.....	Captain.....	3,836 83		Travel of self and other officers.
1768	26	A. S. Taylor.....	Captain marine corps.....		\$330 62	Forage, water-tanks, &c.
1769	26	T. M. Taylor.....	Purser.....	9 50		Transportation of specie.
1771	September 1	Joseph Smith.....	Navy agent.....	7,436 45		Freight, travel, fuel, &c.

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1772		Charles Murray.....	Purser.....	8,621 97	Pay of laborers, mechanics, &c.
1774	6	Thos. H. Looker.....	do.....	385 50	Pilotage, transportation, postage, &c.
1775	8	Charles E. Thorburn...	Lieutenant.....	374 00	Travel, &c.
1779	15	A. J. Watson.....	Purser.....	7,399 67	Pay of mechanics and laborers.
1780		A. J. Mitchell.....	do.....	193 07	Stationery, freight, &c.
1781	18	Henry Etting.....	do.....	204 63	
1793	October 1	Levi D. Slamm.....	do.....	7,706 91	Pay of mechanics, laborers, &c.
1795	6	McKean Buchanan.....	do.....	4,770 93	Entertaining President and suite.
1796		D. G. Farragut.....	Captain.....	727 60	Travel, &c.
1797	October 7	H. G. S. Key.....	Acting purser.....	30 00	Do.
1800	23	H. F. Wendell.....	Navy agent.....	2,698 95	Freight, stationery, salary, &c.
1804	23	J. K. Harwood.....	Purser.....	4,218 38	Travel, stationery, pilotage, &c.
1805	23	A. Greenleaf.....	Navy agent.....	16,399 51	Salary, advertising, freight, &c.
1811	25	George Loyall.....	do.....	14,983 36	Do. do. do.
1815	26	John Johnson.....	Purser.....	2,884 57	Pilotage, stationery, postage, &c.
1816	27	Baring Bro's & Co.....	Ag't United States navy.	4,432 04	Commissions, postage, &c.
1818	30	H. G. S. Key.....	Navy agent.....	2,236 14	Freight, stationery, salary, &c.
1822	November 3	George F. Cutter.....	Purser.....	6,530 46	Pay of mechanics and laborers.
1823	4	J. B. Danfirth.....	Late purser.....	166 77	Loss on exchange.
1825	4	L. R. Green.....	Third assistant engineer.	123 50	Travel expenses.
1826	10	D. B. Macomb.....	First assistant engineer..	125 00	Do.
1829		J. H. Watmough.....	Purser.....	54 97	Freight, stationery, &c.
1836	December 24	Wm. Flinn.....	Navy agent.....	10,971 23	Freight, travel, fuel, salary, advertising, &c.
1845	3	J. K. Harwood.....	Purser.....	469 14	Stationery, pilotage, &c.
1851	9	James Filor.....	Naval store-keeper.....	32 73	Expenses of depot and storage.
1852	9	J. H. Watmough.....	Purser.....	149 34	Postage, freight, &c.
1853	9	E. T. Dunn.....	do.....	13,358 74	Pay of mechanics and laborers.
1854	10	J. K. Harwood.....	do.....	221 70	Transportation, postage, &c.
1856	15	H. G. S. Key.....	Acting purser.....	10 00	Travel.
1860	23	G. N. Sanders.....	Navy agent.....	20,452 46	Salary, advertising, rent, freight, &c.
1862	24	B. D. Heriot.....	do.....	1,504 99	Do. do. do.
1865	28	Charles Murray.....	Purser.....	4,642 91	Pay of laborers, mechanics, &c.
1859.					
1866	January 3	George A. Bigelow.....	Midshipman.....	213 00	Travel.
1892	14	George N. Sanders.....	Navy agent.....	897 15	Travel, advertising, &c.
1895	19	Wm. S. Levell.....	Lieutenant.....	42 88	Towage.
1897	19	R. M. McAnran.....	do.....	350 00	Travel.
1900	22	B. D. Heriot.....	Navy agent.....	521 68	Travel, advertising, &c.
1906	25	H. F. Wendell.....	do.....	7,549 04	Freight, fuel, salary, &c.
1909	27	Richard W. Meade.....	Commander.....	500 00	Travel, expenses.
1910	29	James A. Semple.....	Purser.....	6,921 30	Pilotage, rent, and repairs, naval storehouse at Spezzia.

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Number of account.	Date.	Name.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1859.					
1915	February 3	H. J. Hartstein.....	Acting purser	\$2,921 22	.....	Expenses in England on account of the Resolute.
1916	4	Austin E. Smith.....	Navy agent.....	5,214 86	.....	Expenses at navy-yard at San Francisco.
1811	7	George Loyall.....	do.....	11,507 98	.....	Expenses at navy-yard at Norfolk.
1917	8	Joseph Smith.....	do.....	30,687 16	.....	Expenses at navy-yard, salary, travel, &c.
1923	16	Thomas R. Ware.....	Purser.....	18 62	.....	Pilotage and transportation.
1925	19	H. G. S. Key.....	Navy agent.....	5,530 83	.....	Travel, salary, stationery, &c.
1926	22	A. E. Maxwell.....	do.....	6,481 68	.....	Travel, salary, stationery, advertising, &c.
1927	23	George H. White.....	Purser.....	12,436 47	.....	Pay of mechanics, laborers, &c.
1931	24	H. F. Wendell.....	Navy agent.....	3,351 26	.....	Salary, travel, rent, advertising, &c.
1932	25	John M. Broome.....	Past assistant surgeon...	754 75	.....	Travel, &c.
1936	March 3	E. B. Boutwell.....	Commander.....	235 00	.....	Do.
1937	.....	A. J. Watson.....	Purser.....	11,415 32	.....	Pay of mechanics and laborers.
1938	21	R. F. Bradford.....	Midshipman	250 00	.....	Travel.
1940	.....	Joseph W. Harris.....	do.....	224 00	.....	Do.
1941	3	H. G. S. Key.....	Acting purser	56 00	.....	Apprehension fees.
1944	11	Van R. Morgan.....	Lieutenant.....	254 35	.....	Travel, &c.
1919	.....	John O. Bradford.....	Purser.....	21,848 18	.....	Towage, pilotage, transportation, travel, &c.
1955	16	Wm. S. Lovell.....	Lieutenant.....	100 00	.....	Travel.
1959	17	E. W. Cullen.....	Late purser.....	190 00	.....	Pilotage.
1962	18	J. N. Maffitt.....	Acting Purser.....	1,340 24	.....	Transporting prize crew, witnesses, &c.
1967	23	C. C. Upham.....	Purser.....	323 94	.....	Pilotage, postage, &c.
1970	23	E. G. Parrott.....	Acting Purser.....	1,301 35	.....	Travel, &c.
1976	26	J. C. Eldredge.....	Purser.....	300 33	.....	Entertaining foreign officers, &c., on board ship.
1978	28	S. L. Phelps.....	Lieutenant.....	196 35	.....	Expenses, travel.
1984	29	C. F. Thomas.....	do.....	211 75	.....	Do. do.
1985	31	Wm. Badger.....	Navy agent.....	2,439 68	.....	Travel, fuel, salary, stationery, &c.
1987	31	John F. Steele.....	Purser.....	146 72	.....	Freight, postage, &c.
1996	April 2	George Sewell.....	Chief engineer.....	371 09	.....	Travel, expenses.
1998	5	George Loyall.....	Navy agent.....	18,512 46	.....	Travel, salary, stationery, advertising, &c.
2003	5	Wm. W. J. Kelly.....	Purser.....	17,098 28	.....	Pay of mechanics and laborers.
2004	9	E. T. Dunn.....	do.....	19,187 60	Do. do.
2007	9	James A. Semple.....	do.....	28 36	Postage, transportation, &c.

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2010	11	James H. Watmough.....	do.....	83 60	Do.	do.
2020	12	T. M. Taylor.....	do.....	8 35	Postage and transportation of specie.	
2025	12	George N. Sanders.....	Navy agent.....	27,938 44	Travel, salary, rent, advertising, &c.	
2039	20	Austin E. Smith.....	Acting purser.....	32,497 39	Mechanics and laborers of navy-yard.	
2040	21	H. G. S. Key.....	Navy agent.....	7,305 77	Expenses navy-yard, travel, salary, &c.	
2042	23	John M. Broome.....	Past assistant surgeon.....	21 00	Expenses for travel.	
2043		Levi D. Slamm.....	Purser.....	11,306 73	Laborers, mechanics, &c.	
2048	23	D. J. Sutherland.....	Quartermaster.....		Quarters, per diem, &c.	
2052	30	J. H. Strong.....	Acting purser.....	1,204 48	Postage, pilotage, duties, &c.	
2054	2	John N. Hambleton.....	Purser.....	3,083 51	Freight, postage, travel, &c.	
2057	4	George F. Cutter.....	do.....	16,548 57	Pay of mechanics and laborers.	
2059	5	George H. White.....	do.....	6,848 62	Do. do. do.	
2061	6	John B. Rittenhouse.....	do.....	3,784 37	Travel, pilotage, &c.	
2062		A. J. Watson.....	do.....	12,430 44	Pay of mechanics and laborers.	
2056		Wm. Flinn.....	Navy agent.....	40,758 78	Salary, fuel, advertising contracts, &c.	
2067	12	J. H. Watmough.....	Purser.....	33 93	Freights, stationery, &c.	
2070		Thomas R. Ware.....	do.....	74 96	Do. do. do.	
2071		John N. Hambleton.....	do.....	85 33	Travel, freight, &c.	
2075	14	Wm. Badger.....	Navy agent.....	33,508 54	Expenses at navy-yard, travel, salary, &c.	
2079	17	Charles Murray.....	Purser.....	30,409 37	Expenses of mechanics and laborers.	
2080	19	F. B. Renshaw.....	Acting purser.....	186 23	Expenses, towage, pilotage, &c.	
2083	19	A. E. Maxwell.....	Navy agent.....	4,430 59	Expenses advertising, salary, fuel, &c.	
2085		John P. Ferguson.....	Acting purser.....	483 25	Expenses travel.	
2087	24	A. J. Watson.....	Purser.....	5,599 69	Mechanics and laborers.	
2086		A. B. Fairfax.....	Commander.....	420 10	Travel, &c.	
2088		Jas. A. Semple.....	Purser.....	28 71	Postage, transportation of specie, &c.	
2095	28	T. M. Taylor.....	do.....	5 25	Do. do. do.	
2098	1	John N. Hambleton.....	do.....	654 44	Freight, transportation, travel, &c.	
2101	2	Wm. Jammison.....	Captain.....	200 00	Travel, &c.	
2102	3	Joseph Smith.....	Navy agent.....	32,475 93	Expenses office, travel, fuel, &c.	
2104		George F. Cutter.....	Purser.....	3,468 93	Expenses mechanics and laborers.	
2107		Joseph Smith.....	Navy agent.....	293 49	Expenses travel, &c.	
2108	4	J. McClung.....	Chaplain.....	80 00	Expenses travel.	
2111	7	A. Green.....	Auctioneer.....	142 24	For commissions.	
2113	9	G. F. Lindsay.....	Late quartermaster.....		For quarters, forage, stationery, &c.	
2115	10	James Cornick.....	Surgeon.....	179 50	For travel.	
2116	9	D. J. Sutherland.....	Quartermaster.....		Freight, cooperage, cartage, &c.	
2117	9	B. D. Heriot.....	Navy agent.....	560 72	Travel, advertising, &c.	
2118	11	H. F. Wendell.....	do.....	2,821 71	Do. do.	
2120	11	A. J. Watson.....	Purser.....	1,759 76	Mechanics and laborers.	
2120	13	J. B. Rittenhouse.....	do.....	11,263 22	Do. do.	
2127	14	H. H. Bell.....	Commander.....	305 75	Travel, &c.	

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ABSTRACT—Continued.

Number of account.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
2133	1859.					
	June					
2141	17	H. G. S. Key.....	Acting purser.....	\$30 50		Apprehension fees, &c.
2143	24	Wm. Badger.....	Navy agent.....	14,540 98		Salary, rent, stationery, fuel, &c.
	27	A. E. Smith.....	do.....	24,015 07	\$15 00	Amount of rolls, mechanics, laborers, &c.
			Total.....	789,265 47	21,980 69	

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 3, 1859.*

A. J. O'BANNON, *Fourth Auditor.*