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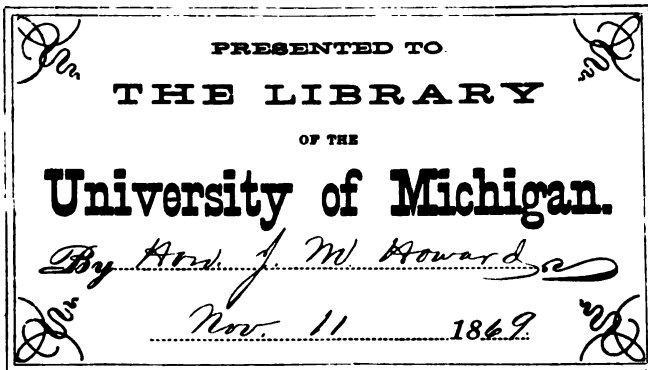
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REPORT



OF THE

SECRETARY OF THE NAVY,

WITH

AN APPENDIX,

CONTAINING

BUREAU REPORTS, ETC.

DECEMBER, 1867.

**WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1867.**

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REPORT

OF

THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
December 2, 1867.

SIR: During the year our naval force has been almost exclusively employed on foreign stations. But little remained for it to perform in our own waters, and the general peace which has prevailed throughout the civilized world has called for no interposition or active operations on our part for the protection of our commerce abroad. The display of a naval force has been sufficient to suppress threatened difficulties, and in every quarter American interests have been respected and American rights observed by commercial nations, and intercourse and trade have been fostered.

EXHIBIT OF THE NAVAL FORCE.

During the year the aggregate naval force has been reduced forty vessels and four hundred and eighty-two guns. The number of vessels in commission has been reduced twelve, and the number on squadron service is thirteen less than at the date of my last report. The following is a summary of the present condition of the vessels of the navy:

	No.	Guns.
Vessels in squadron service.....	56	507
Apprentice ships.....	3	52
Receiving ships.....	8	129
Special and lake service.....	3	54
Attached to Naval Academy.....	10	115
On service at yards and stations, including yard and powder tugs, and vessels used as barracks and as coal barges.....	23	41
	103	898
Total number of vessels in use.....		
Iron-clad vessels laid up.....	49	109
Iron-clad vessels not completed.....	6	22
Steam vessels not completed.....	21	332
Sailing vessels not completed, (old line-of-battle ships,).....	2	
Other vessels laid up, repairing, fitting for sea, and for sale.....	57	508
	238	1,869
Total number of vessels and guns.....		

Eleven thousand nine hundred men have been employed in the naval and coast survey service during the year.

EUROPEAN SQUADRON.

Admiral Farragut was last spring designated to command the European squadron. He hoisted his flag on the Franklin, at New York, on the 17th of June, and departed from Sandy Hook on the 28th of that month. On the 14th of July he relieved Rear-Admiral Goldsborough at Cherbourg.

The reception of our distinguished naval commander by the people at the different ports he has visited, and by the sovereigns and authorities of Europe, has been of a character gratifying to himself, and to the government and people of the United States. At Cherbourg the Franklin was visited by the Empress of France, while Admiral Farragut was invited to Paris by the Emperor, who tendered to him personal attention and courtesy.

On the 30th of July he sailed for Cronstadt; the Ticonderoga, Canandaigua, and Frolic composing, with his flag-ship, the squadron which went up the Baltic. This was the largest American naval force which had ever visited the countries of northern Europe. Highly complimentary and friendly honors, naval and civil, were everywhere extended. International, official, and honorary salutes were given and returned. At Cronstadt the squadron was visited by his Highness the Grand Duke Constantine, the official head of the Russian navy, by Rear Admiral Lessoffsky, and other dignitaries, and by the municipal authorities of St. Petersburg. During their brief stay at Cronstadt our officers experienced the unbounded hospitality and unwearied courtesy and attention of the Russian government and people, whose friendship and attachment to the United States have been so often and unmistakably manifested. Many availed themselves of invitations to visit Moscow, the ancient capital, and other parts of the empire. Upon leaving Cronstadt, on the 30th of August, the squadron proceeded by invitation from the grand duke to visit and inspect the iron-clad fleet of Russia at Trongsund Roads, where a grand naval review took place. On the 1st of September they proceeded to sea amid cheering from all the ships of the two squadrons, "concluding," in the words of Admiral Farragut, "a visit which from first to last has been marked by the interchange of the warmest friendliness, and which we shall always cherish as one of the most pleasant remembrances of our lives."

The squadron anchored on the 3d of September off Waxholm, below Stockholm. A vessel was placed at the disposal of Admiral Farragut during his stay, by order of the government, and on reaching the Swedish capital he was presented to the King, who expressed the gratification which it gave him to welcome the vessels of war of the United States once more in the waters of Sweden.

The squadron left Stockholm on the 9th of September, and on the 14th anchored off Copenhagen. During the run to this point, and in a heavy gale, the full steaming power of the Franklin was tested. Her performance gave general satisfaction, and Admiral Farragut says that he "can with confidence say she steams better under full power than any frigate in our service." The ministers of war and marine tendered him all the civilities in their power during his stay in Copenhagen. On the 19th, by invitation, he dined with the King of

Denmark, his brother, and his two sons, the crown prince, and his Majesty George, the King of Greece.

Admiral Farragut left Copenhagen on the 19th of September, and arrived off Gravesend, England, on the 26th. The lords commissioners of the admiralty here telegraphed him that they would be happy to render any attention to him and his squadron that might be agreeable. He accompanied them on their annual tour of inspection of the dock-yards of Woolwich, Chatham, Sheerness and Portsmouth. Great courtesy was invariably extended to him and his officers on these visits. The Prince de Joinville visited the Franklin, and the admiral and his officers accepted the cordial invitation of the prince to visit him at his residence at Mount Lebaun. The flag-ship having gone to Sheerness the admiral joined her at that place on the 12th October. On the 14th he attended the gun target practice at Shoeburyness.

On the 15th, Admiral Farragut sailed for Portsmouth, which point he reached the next day. On the 17th, he entertained the lords of the admiralty, receiving them with full honors, and on the day following made a most interesting visit to the dock-yard, the gunnery ship, and some of the iron-clads. On the 19th he received his highness the Duke of Cambridge, with yards manned the royal standard at the main, and a salute of twenty-one guns. During his entire stay at Portsmouth a small steamer was placed at his disposal, and the admiral was received with every kindness and hospitality, not only by officers of the army and navy, but also by the civil authorities.

On the 20th, he left Portsmouth, and on the next day anchored in Plymouth harbor. At this place there was a repetition of the civilities received at other points, extending over three days. The admiral sailed on the 24th, and anchored off Lisbon on the 28th.

The despatches of Admiral Farragut relating to his public movements, received at the department prior to November 1, are given in the appendix to this report

Rear-Admiral Goldsborough continued in command of the squadron until relieved by Admiral Farragut. In the month of December, 1866, the Colorado left Lisbon for the Mediterranean, and after passing a few days at Port Mahon, proceeded in January to Ville-franche, where she remained until March, when she left for southern Italy. In May she went from Naples to Trieste, and returned by way of Carthage to Gibraltar in June.

In the month of November, 1866, on a joint application from Mr. King, our minister at Rome, and Mr. Fox, then one of the Assistant Secretaries of the Navy, who was in Rome, urging the immediate presence of one of our ships-of-war at Civita Vecchia on a very important matter, the Swatara was ordered to proceed to that place. The object in view was the transportation of John H. Surratt, charged with having been implicated in the assassination of the late President Lincoln, to the United States. But the prisoner escaped from his captors and fled from the Papal dominions. He was, however, retaken in Alexandria whither the Swatara followed him, and where Commander Jeffers received him on the 21st of December, from our consul general in Egypt. Leaving Alexandria, the Swatara, after a tedious voyage, touching at Nice and Funchal

out of the
 might during his stay
 establish capital he was

reached Washington in February, where Commander Jeffers delivered the prisoner to the marshal of the District of Columbia, and the Swatara immediately thereafter returned to Lisbon and rejoined the European squadron.

Earnest appeals in behalf of the suffering Christians in Crete have, from time to time, been made to our naval officers, urging them to so far depart from the principle of non-interference and that neutrality which the government of the United States has studiously enjoined and observed, as to repair to that island and convey to the shores of Greece the women and children, who were represented as houseless and destitute, the results of the insurrection against the Turkish authorities. Rear-Admiral Goldsborough, to whom application was first made for a naval vessel to transport the inhabitants from Crete, very properly declined to violate neutral obligations, nor could the department authorize him to employ a steamer to convey inhabitants from Turkish territory during civil war without the consent of the Turkish government. He was informed that if our minister at Constantinople could obtain permission of the government to convey away the inhabitants the department would interpose no objection to the employment of a steamer as requested, though naval vessels are not adapted to transportation.

The Canandaigua, Captain Strong, was despatched to Crete with full, explicit, and guarded instructions from Rear-Admiral Goldsborough to first obtain an interview with the chief authority of the island, explain the object of his visit to be one of friendship, harmony, and humanity, and if consent could be obtained, to receive on board as many Greek women and children as the vessel could accommodate, and take them to Greece. In an interview with Omar Pacha, Captain Strong communicated his instructions, but permission was refused, and he was informed it would not be allowed under any circumstances.

Subsequently, on the 26th July, Admiral Farragut despatched the Swatara, Commander Jeffers, to Crete. His reports confirm the representations of Captain Strong, of the Canandaigua, as to the impolicy of any interference on our part with either of the belligerents. It could not be done without violating the neutrality which we had always observed, and, whatever may have been our sympathies, we could take no active measures with the insurrectionists without an injustice to the Turkish government, which had scrupulously respected our national integrity and refused recognition of the rebels when other nations gave them countenance. At a period when other powers restricted the courtesies which belonged to us, placed us on the footing of belligerents, and extended to the rebels all the privileges that were given to the naval vessels of the United States, the Turkish government maintained honorable faith with us, and gave no encouragement to the insurrection which threatened the stability of our Union. The despatches of Captain Strong and Commander Jeffers are appended to this report.

The following vessels now compose the European squadron :

Franklin, (flag-ship)	39 guns.	Shamrock	10 guns.
Canandaigua	7 "	Frolic	5 "
Ticonderoga	9 "	Guard, (store-ship,)	3 "
Swatara	10 "		

ASIATIC SQUADRON.

The Asiatic squadron is still under the command of Rear-Admiral H. H. Bell, and has been re-enforced during the year by the addition of the *Oneida*, *Iroquois*, *Aroostook*, *Unadilla*, and the *Onward*, and consists at this time of the *Hartford*, (flag-ship)..... 21 guns. *Ashuelot* 10 guns.

<i>Shenandoah</i>	7 “	<i>Monocacy</i>	10 “
<i>Oneida</i>	8 “	<i>Aroostook</i>	5 “
<i>Wachusett</i>	9 “	<i>Unadilla</i>	5 “
<i>Wyoming</i>	6 “	<i>Onward</i>	3 “
<i>Iroquois</i>	6 “	<i>Supply</i>	6 “

The *Piscataqua*, one of the steam frigates recently built, will sail in a few days to relieve the *Hartford*, and carry out Rear-Admiral S. C. Rowan, who will succeed Rear-Admiral Bell.

The *Idaho*, taken into the service by direction of Congress, has been converted into a sailing vessel by removing the boilers and machinery, which were condemned as worthless. She sailed from New York November 1st, and will be stationed at Nagasaki and be used principally as a hospital and store-ship.

The *Maumee* is now on her way to join the squadron, and the *Wachusett*, *Wyoming*, *Onward*, and *Supply* are under orders to return to the United States.

In April last, by request of Mr. Van Valkenburgh, the United States minister, Rear-Admiral Bell proceeded to Yokohama, having been advised that the foreign ministers resident in Japan proposed to visit the *Tycoon*, who had invited them to an interview at his country residence. The occasion being an extraordinary one in the history of Japanese intercourse with foreigners, and the transaction one of an important commercial and business character, Rear-Admiral Bell deemed it expedient that our minister should be sustained by the display of a respectable naval force off the port of Osaka, and that Mr. Van Valkenburgh should be conveyed thither in his flag-ship, the *Hartford*. With this intent he assembled at Yokohama the *Hartford*, *Shenandoah*, and *Wyoming*, of his squadron. Unfortunately the machinery of the *Hartford* became temporarily disabled on her passage from Hong Kong, and she could not therefore discharge this duty. The minister was, however, accommodated on board the *Shenandoah*, which, in company with the *Wyoming*, proceeded to Osaka, where he was landed on the first of May with the usual honors, and escorted by the marine guard of both vessels. Rear-Admiral Bell subsequently arrived in the *Hartford*, and remained with the *Shenandoah* and *Wyoming* until the object of the mission was completed, when the *Shenandoah* returned with the minister to Yokohama, and the *Hartford* and *Wyoming* proceeded by way of the inland sea to Nagasaki.

The Japanese government having, in the interview between the *Tycoon* and the ministers, signified its purpose to open an additional port on the western coast to foreign trade, our minister, in pursuance of an arrangement with his colleagues, left Yokohama on the 25th of June in the *Shenandoah*, which had been placed at his disposal, with a view of examining the different ports and selecting the most suitable one for commercial purposes. Unusual interest marked this cruise. The *Shenandoah* reached Hakodadi on the 28th of June, and the first salute

that was ever fired there in honor of a foreign minister was given on this occasion. The minister and the officers of the *Shenandoah* were received by the governor with marked ceremony and politeness. On the 12th of July the *Shenandoah* entered the port of Neegata, where similar courtesies were extended to them by the governor, vice-governor, and a large concourse of officials. Nanou was reached on the 13th of July, no American vessel having ever before entered that harbor, and on the 17th of July she visited Mikuni and also Tsurunga, where no foreign vessel of war had ever previously anchored. The *Shenandoah* arrived on the 20th at Miyadsu, the most beautiful of all the bays visited.

Commodore Goldsborough and the officers under his command made surveys of most of these new harbors, and prepared sailing directions for their entrance.

In consequence of the domestic troubles in Japan, and to prevent interruption of our opening commerce with that country, and especially in consideration of the national importance of the recently established communication with Asia by the Pacific Mail Steamship Company, one or more of the vessels of the Asiatic squadron is constantly maintained in the waters of Japan.

American commerce in the east suffered some detriment during our civil war, and others have profited by our misfortune. Prussia has, within a few years, become conspicuous as a mercantile power in the east. Sailing vessels under her flag are seen in every port, receiving freights at lower rates than are offered by either American or British ships, and German merchants are securing a thriving business in that quarter. Apprehensions are expressed that we are not destined to recover the prestige of our former successful mercantile marine in the China seas, unless it be by means of steam vessels built for that trade. The arrival of the Pacific Mail Steamship Company's steamer *Colorado*, the first of that line, at Hong Kong in January last, via Yokohama, twenty-nine and a half days from San Francisco, was an event of vast importance in steam navigation, as well as of intense interest to our countrymen in eastern Asia, and was greeted by our naval vessels with a salute of twenty-one guns, and their mastheads were dressed with the American ensign. The establishment of this line of steamers is, without doubt, destined to have an expanding and beneficent influence on the commerce of the world.

In the autumn of 1866 intelligence reached the squadron that the American schooner *General Sherman* had been wrecked in the Ping Yang river, one of the streams of Corea, and that all of her officers, crew, and passengers were murdered. Rear-Admiral Bell despatched the *Wachusett*, Commander R. W. Shufeldt, to Chifu to investigate the circumstances attending the loss of the *General Sherman*, with instructions to demand of the chief authorities that, if there were any survivors of the schooner, they should be delivered on the deck of the *Wachusett*, whatever might be their nationality, and to make such further investigation as was practicable.

The *Wachusett* anchored near the mouth of the Ta Tong river, on the west coast of Corea, on the 23d of January. The pilot secured for those waters did not consider it safe, at that season, to take the vessel to the Ping Yang, which was some fifty miles to the northward. Commander Shufeldt had, therefore, to

communicate with the King of Corea by a messenger, secured through the instrumentality of the chief of a fishing village. The object of his visit and his demands were thus made known; but no reply to his communication was received. On the 29th of January, however, an officer, who claimed to be from the capital, was presented on board the *Wachusett*, and had an interview with her commander. The result was most unsatisfactory. Commander Shufeldt was unable to find any peaceable solution of the difficulty, or that there were any survivors of the ill-fated vessel.

In reference to this affair, Rear-Admiral Bell apprehends that, "until the government takes efficient action on this case, our countrymen lawfully navigating the seas adjacent to Corea will be in peril of life and liberty of person from the barbarities of the people and the authorities of that country, who aim at the exclusion of strangers."

No survey of that part of the coast has ever been made. Commander Shufeldt, therefore, while waiting a response to his communication to the King, improved the time in making a partial survey of the Ta Tong river.

Piracies have occurred less frequently the current year than in some former seasons. They do not often take place during the northeast monsoons, that is, between October and May. The violence of the winds at that season prevents the vessels from being becalmed and drives the piratical junks and row boats from the sea. It also carries American and European vessels off the coast or into ports with too great speed to be boarded. The season for piracies is during the southwest monsoons, when calms and summer breezes with smooth seas prevail.

The *Monocacy* was instructed to proceed in May last to Bruni, Borneo, and investigate for the information of the government the circumstances of an alleged attack on, and the destruction of, the residence of the American consul at that place. On the 27th of that month, the *Monocacy*, Commander Carter, anchored abreast of the sultan's palace off Bruni, and after executing his mission left on the 1st of June.

In the early part of the year, information reached the squadron that the American bark *Rover* had been wrecked on the southeast end of the island of Formosa, and it was rumored that all who were on board had been murdered. Commander Febiger, with the *Ashuelot*, was ordered to proceed to the locality in question, gain what information he could in reference to the affair, and rescue the survivors should any be found. On his arrival at Tai-wan-Eoo, in April, Commander Febiger required of the three principal authorities of the island an immediate investigation of the outrage, the seizure and punishment of those implicated, and the recovery of any of the shipwrecked crew who survived. The authorities expressed much interest in the case, and indicated a desire to obtain all information possible, and to punish those who were engaged in it; but they claimed to be unable to bring to justice the perpetrators of the crime, who belonged to a horde of savages that were not obedient to their laws. They represented, moreover, that it was difficult to employ an effective armed force against savages who were incapable of holding negotiations with civilized people.

On visiting the immediate scene of the outrage, Commander Febiger deemed it unadvisable, with his limited force, to resort to hostile measures.

Rear-Admiral Bell was not disposed that so great a crime should pass unpunished, and he therefore left Shanghai in June, with the *Hartford* and *Wyoming*, for the purpose of destroying, if possible, the lurking places of the savages who had murdered the crew of the *Rover*. When he reached Taka, he received on board Mr. Pickering, an interpreter, Mr. Taylor, a merchant of that place, and her Britannic Majesty's consul, Charles Carroll, esq., who were anxious to accompany the expedition. The latter gentleman had, previously, humanely but unsuccessfully endeavored to communicate with the savages and ransom any of the crew of the *Rover* who survived.

On the 13th of June the vessels anchored within half a mile of the shore, and one hundred and eighty-one officers, sailors, and marines were landed, under command of Commander George C. Belknap, of the *Hartford*, accompanied by Lieutenant Commander Alexander S. Mackenzie, fleet lieutenant, as second in command, he having earnestly sought to go on the expedition.

Soon after landing, savages, dressed in cloths and their bodies painted, were, by the aid of glasses, seen assembled in parties of ten or twelve on the cleared hills about two miles distant, their muskets glittering in the sun. As our men approached the hills, the savages, familiar with the paths, descended to meet them, and, gliding through the high grass from cover to cover, displayed a strategy and courage equal to North American Indians. Delivering their fire, they retreated without being seen by our men, who, charging on their coverts, frequently fell into ambuscades. The detachment pursued them in this harassing manner out of sight of the ships until 2 p. m., when they halted to rest. While thus resting the savages covertly approached and fired upon the party. Lieut. Commander Mackenzie immediately placed himself at the head of the company commanded by Lieutenant Sands, of the *Hartford*, and daringly led a charge into the ambuscade. He fell mortally wounded by a musket ball, and died while being borne to the rear. His loss was deeply felt by his comrades, and his commander, in communicating his death, pays a generous and deserved tribute to this gallant young officer when he says the navy could boast no braver spirit and no man of higher promise. He was distinguished for his professional knowledge, aptitude, and tact, and for suavity of manners, which inspired the confidence and affection of his men, while his impetuous courage impelled him ever to seek the post of danger, where he was always seen in the advance, a conspicuous mark and an example.

Several of the officers and men experienced severe sun-strokes, the heat being intense; and as the command was generally exhausted in unavailing efforts to get at the enemy, Commander Belknap determined to return to the ships, which were reached at 4 p. m., after an exhausting march of six hours under a tropical sun.

The experience obtained demonstrated the inutility of such an expedition against a savage enemy in a wild country, by sailors unaccustomed to ambuscades and bush life. No troops could have exhibited more bravery, but the

warfare was one to which sailors are not adapted. These considerations and the prostrated condition of his men decided Rear-Admiral Bell to make no further attempt by again landing his force. They had already done all that was possible, by burning a number of native huts and in chasing the warriors through coverts of green jungle and green grass, which are represented as fire-proof at that season.

The Shenandoah on the way to the Asiatic squadron touched at Calcutta and remained several days. No American man-of-war having for some twenty-five years visited that port, the appearance of the Shenandoah attracted unusual attention. She was warmly welcomed by our countrymen, and the military and civil authorities and inhabitants of the place.

She left Calcutta December 18, and, touching at Penang, arrived at Singapore the 31st. From Singapore she proceeded to Bangkok, in Siam, and the French settlement Saigon, in Cochin China. At Bangkok a friendly greeting was received from the King and his ministers.

On the way to her station, the Iroquois touched at St. Augustine bay, Madagascar, and at Johanna, one of the Comoro islands in the Mozambique channel. At St. Augustine bay his Majesty King Willy, was entertained on board. He expressed his gratification at the arrival of the Iroquois, the first American man-of-war which had ever touched there. At Johanna visits were exchanged with the Sultan, who was found well disposed to our flag. He complained of an indirect slave trade carried on by the French, and that some of our own merchantmen had at different times carried his subjects from the island without permission. Commander English left a circular addressed to commanders of merchantmen touching there, requesting them not to ship or receive on board subjects of the Sultan without permission. The Iroquois also touched at Aden, Muscat, and Bombay.

The Aroostook, which a short time previously had touched at Johanna, was the first American man-of-war that had been in that port for nine years. It being the fourth of July the ship was dressed and the flag of the Sultan hoisted at the fore, for which courtesy the thanks of the principal minister were sent on board, the Sultan being temporarily absent on the other side of the island.

NORTH ATLANTIC SQUADRON.

The causes which rendered expedient the continuance of a distinct force in the Gulf of Mexico ceased when the attempt to establish an imperial government in Mexico was abandoned. A consolidation of the squadron under Commodore Winslow with that of Rear-Admiral Palmer was therefore determined upon in April, and, in pursuance of instructions then issued, the transfer was made on the 22d of May. This transfer disposed of the last of the several squadrons which our civil war had called into existence. It had been retained as a distinct force two years after all organized resistance to the government had ceased, in consequence of the peculiar condition of affairs in the neighboring republic, and not from any disturbance within our own territory. From the date of the transfer, Rear-Admiral Palmer has had command of the whole North Atlantic squadron. In consequence of the prevalence of yellow fever, a number of the

vessels have been withdrawn. This disease has prevailed to a great extent the current year along the Gulf and through a considerable portion of the West Indies. At this time Rear-Admiral Palmer has under his command the—

Susquehanna, (flag-ship)	14 guns.	Saco	10 guns.
De Soto	8 "	Shawmut	8 "
Monongahela	7 "	Marblehead	7 "
Glasgow	2 "	Yantic	5 "
Don	8 "	Mahaska	10 "

Although the operations and movements of the vessels of this squadron have been frequently and seriously interfered with by the prevailing epidemic, I am not aware that the interests of our countrymen have suffered from inattention or from the absence of naval protection. The principal foreign ports within the limits of the squadron have been visited, some of them repeatedly, and the countries affected by domestic disturbance, or where there were foreign enemies, have invariably had a man-of-war in port when needed.

Vera Cruz and Tampico, in Mexico; the ports of Hayti and St. Domingo, countries afflicted with perpetual discontent and revolution; Aspinwall, Carthage, and other places in Colombia, where a revolution of government has taken place, have been visited by Rear-Admiral Palmer, and the flag-ship or one of the squadron has always been near when the presence of a naval vessel would be likely to exercise a beneficial influence.

In August last Rear-Admiral Palmer had an interview at Panama with General Gutierrez, the president of Colombia, who expressed great regard for our country, and especially for American interests on the isthmus, where the faithful observance of treaty stipulations he considered mutually beneficial to his country and our own.

Preceding and attending the surrender of Vera Cruz, great judgment and address were exhibited by Commander Roe, the naval commander stationed at that place. Repeated negotiations had been opened between the imperial and republican commanders, without final results. When, at length, through the friendly offices of Commander Roe and the American and British consuls, an arrangement was made for the transfer of the place, it was interrupted by the arrival of the steamer Virginia from New York, with General Santa Anna, who proceeded at once to the castle, which was in command of one of his friends. Santa Anna declared he brought letters from the United States government, and many believed he was its authorized agent. Great excitement for a while prevailed, and a revolution seemed imminent, but, by prompt and decisive measures, this difficulty was disposed of. Santa Anna left the port, and on the 27th of June a transfer of the place and the peaceful embarkation of the foreign legion followed.

Commander Roe is entitled to commendation for the discretion and zeal which he manifested. To his good judgment, in concert with that of our consul, the surrender of Vera Cruz without disaster or bloodshed is attributed.

The naval station at Port Royal has been discontinued, and after shipping to other places most of the movable naval property, a sale of the remainder, and of the buildings at Bay Point, has been effected. Key West has been made the principal depot for supplies for this squadron.

SOUTH ATLANTIC SQUADRON.

The South Atlantic squadron is composed at this time of the—

Guerriere, (flagship).....	21 guns.	Quinnebaug	6 guns.
Wasp.....	3 “	Huron	6 “
Pawnee.....	11 “	Shamokin	10 “
Kansas.....	8 “		

During the year the Brooklyn, Juniata, Shawmut, Nipsic, and Onward have returned from this squadron. Rear-Admiral Charles H. Davis relieved Rear-Admiral Godon on the 27th of July, and the latter sailed from Rio on the 31st and arrived at Philadelphia on the 3d of September. This officer has discharged the responsible duties of his command with ability and discretion, and the vessels of his squadron have been actively and usefully employed.

The Shamokin, Commander P. Crosby, received on board Mr. Washburn, minister to Paraguay, and arrived at the line of the Brazilian blockading squadron November 2, 1866. Commander Crosby immediately informed Admiral Tamandaré of his orders to proceed to Asuncion for the purpose of placing the United States minister at his post.

Objection was made to the passage of the Shamokin through the lines of his squadron by the Brazilian admiral, who was without instructions from his government, but when informed by Commander Crosby that force alone would prevent the execution of his orders, the Shamokin was allowed to proceed, under protest, to Cumpayti, beyond the line of the blockade, from whence, after the customary preliminary salutes of the Paraguayan flag, a letter was sent to President Lopez. Obstructions in the river made it dangerous to proceed further, and the minister was there landed. The Shamokin immediately withdrew from the line of the belligerents. Although objection was made to the passage of the Shamokin, in order that it should not serve as a precedent, the most friendly relations were maintained by the American and Brazilian officers.

Rear-Admiral Godon during the month of April visited, in the Wasp, the towns on the Uruguay river as far as Concepcion, the capital of the province of Entre Rios. The prevalence of cholera prevented him from carrying out his design of proceeding as far at least as Rosario.

Early in January the Kansas, Commander Wells, left Montevideo for a cruise on the west coast of Africa. This vessel visited the Cape of Good Hope, St. Paul de Loando, Benguela, and Little Fish bay. No American slavers were heard of at any of those points, and from English officers, met with along the coast, and from the governors of Loando and St. Helena, information direct was received that the shameful traffic has virtually ceased. One vessel, a small brig without name or flag, and without human cargo, had been captured by an English steamer and sent to St. Helena and condemned.

NORTH PACIFIC SQUADRON.

The North Pacific squadron remains in command of Rear-Admiral H. K. Thatcher, and is composed of the following vessels:

Pensacola, (flag-ship).....	20 guns.	Suwanee	10 guns.
Saranac.....	11 “	Mohongo.....	10 “

SPECIAL SERVICE.

In my last annual report it was stated that the steam frigate *Susquehanna* was on special service, having been ordered to convey our minister and Lieutenant General Sherman to Vera Cruz. The then unsettled condition of affairs in Mexico, and especially in and about Vera Cruz, prevented the mission from landing, and the *Susquehanna* returned with them to the United States. It was deemed important, however, to continue one or more of our naval vessels at Vera Cruz until the foreign troops then in that country had embarked and tranquillity was restored to the republic.

Information having been received from Captain W. H. Russell, of the merchant ship *Cultivator*, that his ship had struck heavily several times on a shoal not laid down upon any chart, about twenty miles to the westward of George's shoal, his vessel drawing twenty-two and a half feet of water at the time, the department sent the United States steamer *Don*, Commander Ralph Chandler, to search for, and, if found, to survey this obstruction to navigation. The shoal was discovered, and was found to extend about five miles in a southeast and northwest direction, and the soundings on it to vary from three to nine fathoms. The soundings in the vicinity of the shoal change from fifty to fourteen fathoms, and its approach is only indicated by the breakers or rips, which in clear weather are visible for several miles. As this shoal lies directly in the track of vessels bound to and from Europe, it is not improbable that some of the vessels whose fate is unknown may have here struck, and in heavy weather have gone to pieces. The survey made by Commander Chandler was published at the hydrographic office in June last.

The *Sacramento*, Captain Collins, which was mentioned in my last annual report as being on special service, and which has been wrecked, as is elsewhere noticed, visited the Island of Madeira; the Canary islands; the Cape de Verde islands; Monrovia; Cape Palmas, Axim; St. George del Mina, Dutch Guinea; Accra; Jella Coffy; Prince's island; Island of St. Thomas; St. Paul de Loando; St. Philip de Benguela; Elephant bay; Little Fish bay; Saldanha bay; Cape Town; Mauritius; Point de Galle and Trincomalie, Ceylon Pondicherry, Comandel coast, and Madras. While at Monrovia, Captain Collins, at the request of President Warner, of Liberia, called a council of the head men of certain unfriendly tribes in the vicinity, and endeavored to persuade them by concessions and conciliation to make a lasting peace.

The graduating class at the Naval Academy this year was larger than usual, and as nearly all the vessels needing midshipmen were on foreign service, the *Minnesota*, Commodore James Alden, was put in commission for the purpose of giving the midshipmen instruction in the first duties of naval officers after graduating, of enabling them to see foreign dock-yards and naval establishments, and for distribution to the naval vessels to which they were to be assigned. The *Minnesota* sailed from New York on the 24th of July, having on board forty-six midshipmen, and she has visited a number of the principal ports on the European coast, and has passed up the Mediterranean as far as Toulon. She is to return

by the way of Aspinwall, where all the midshipmen not assigned to the European squadron will be detached and join vessels on the Pacific stations.

The Michigan has been employed in her usual duties on the lakes.

LOSS OF THE SACRAMENTO.

The Sacramento, Captain Napoleon Collins, which was performing an important and interesting cruise, was wrecked on the 19th of June last in the bay of Bengal, on the reefs off the mouth of the Kothapalem, a branch of the Godavery river, Madras district. The vessel proved a total wreck, but happily no lives were lost. Two strong rafts were constructed during the night of the 19th, and on the succeeding morning one of them, with a part of the officers and men, was safely towed to the shore. The other, having on it twenty-nine officers and men, was swept out to sea by the tide and currents, but fortunately those upon it were rescued the next day, about twelve miles from the wreck of the ship, by the British mail steamer Arabia, Captain Ballantine, who, in order to land them, deviated some twenty miles from his course. The remaining officers and men safely reached the shore in the boats of the ship and by the aid of other rafts—the last man leaving on the morning of the 21st. The spot where they landed was a sterile beach without water, and the natives could neither supply them with food nor render any other assistance. They worked their way in their boats to the French town of Yanaon, and from thence to Madras. Every assistance was rendered them at these places by the civil officers and citizens, and by officers of naval and merchant vessels, and they were not only provided with the necessaries, but with the luxuries of life. Captain Collins, with his officers and the crew of the Sacramento, sailed from Cocanada on the 17th of August, in the ship General Caulfield, and arrived in New York on the 19th of November. As is usual in such cases a court of inquiry has been ordered, and is now in session.

IRON-CLAD MIANTONOMOH.

At the date of my last report, the iron-clad Miantonomoh was in European waters. She passed up the Mediterranean as far as Naples, visiting several intermediate ports, and returning left Gibraltar on the 15th of May, *en route* to the United States. She returned by the way of the Canary, Cape de Verde, and West India islands, and reached Philadelphia on the 22d of July, having steamed during her absence from the United States 17,767 miles.

The cruise of the Miantonomoh to Europe and her return, and of the Monadnock to San Francisco, are the most remarkable voyages ever undertaken by turreted iron-clad vessels. These vessels encountered every variety of weather, and under all circumstances proved themselves to be staunch, reliable sea-going ships. The monitor type of vessel has been constructed primarily for harbor defence, and it was not contemplated that they would do more than move from port to port on our own coast. These voyages demonstrate their ability to go to any part of the world, and it is believed by experienced naval officers that with slight modifications above the water-line, in no way interfering with their efficiency in action, they will safely make the longest and most difficult voyages without convoy.

Steam, turreted iron-clads, and fifteen-inch guns have revolutionized naval warfare, and foreign governments, becoming sensible of this great change, are slowly but surely coming to the conclusion that turreted vessels and heavy ordnance are essential parts of an efficient fighting navy.

NEW VESSELS.

Four new vessels have been launched during the year: the *Mosholu*, of 1,448 tons, at New York, on the 22d of December; the *Minnetonka*, 2,490 tons, at Kittery, on the 3d of July; the *Pushmataha*, 1,448 tons, at Philadelphia, on the 17th of July; and the *Nantasket*, 523 tons, at Charlestown, on the 15th of August.

The construction of these vessels was well advanced before the close of the war, but their final completion has not been pressed, and work has been done upon them only when it could be most economically accomplished. The machinery for these vessels is now being placed on board, and they will be ready for service in the course of the ensuing year. The *Guerriere*, a vessel similar to the *Minnetonka*, is the flag-ship of the South Atlantic squadron, and her performance under steam and sail, and with both combined, has been well spoken of. The *Piscataqua*, of the same class, is under orders, and will sail in a few days as the flag-ship of the Asiatic squadron.

The steam machinery is completed for seven more vessels of this class, but it is not the intention of the department to commence their construction at present. A smaller vessel is found to be more serviceable and convenient for general purposes, and the building of four a trifle larger than the *Nantasket* has been commenced: the *Algoma*, at Kittery; the *Alaska*, at Charlestown; the *Kenosha*, at New York; and the *Omaha*, at Philadelphia. These vessels will be completed in the fall and winter of the ensuing year. They are necessary to replace vessels of the permanent navy which have been lost or were so much damaged during the war that their further repair is inexpedient. The machinery for these vessels is already completed.

There are several vessels on the stocks at the different yards, upon which work has been wholly suspended, and in all of which some portion of the machinery has been placed. At the Kittery yard is the *Illinois*, of 2,490 tons and the iron-clad *Passaconaway*, of 2,127 tons. At the Charlestown yard the *Pompanoosuc*, of 2,869 tons and the iron-clad *Quinsigamond*, of 2,127 tons; also the ship-of-the-line *Virginia*, the keel of which was laid in 1820, and which when launched can only be used as a receiving ship. At the New York yard the *Ontario*, of 2,490 tons, and the iron-clad *Kalamazoo*, of 2,127 tons. At the Philadelphia yard the iron-clad *Shakamaxon*, of 2,127 tons. Besides these vessels upon which no work is being done, there is at the New York yard the *Java*; at the Philadelphia yard the *Antietam*, and at the Charlestown yard the *Kewaydin*, each of 2,490 tons, which are not under permanent cover, and upon which a small amount of work is being done to put them in condition to be at least partially protected from deterioration by the weather, as it may be

many years before they will be launched. The Neshaminy and Ammonoosuc, of 2,019 tons, are receiving their machinery at the wharves of the contractors in New York.

The appropriation for all of these vessels was made prior to the close of the war, and the construction of all but the four small vessels whose keels have recently been laid was commenced months before hostilities terminated.

NAVY YARD FACILITIES.

The experience of the last seven years has demonstrated the importance of more extensive areas and greater facilities at the navy yards for the construction and repair of naval vessels and their machinery. Our navy yards are too circumscribed in their limits as well as too deficient in their means to build and sustain a navy which is at all commensurate with our position and character among nations. More enlarged accommodations, where the work required can be better, more reliably, and, so far as repairs are involved, more economically executed, should be provided.

Notwithstanding present deficiencies, and the unfinished condition of many of the shops and buildings, Congress omitted to make appropriations for improvements in any of the navy yards for the current year. In consequence of this omission the estimates herewith presented under that head for the ensuing fiscal year, which will close on the 30th of June, 1869, are necessarily increased.

Seavy's island, adjacent to the Kittery navy yard, is a valuable addition to that important station, and when Congress shall have made appropriation for its improvement, accommodations adequate to the public wants at that point may be expected to be made. No funds have been supplied by Congress for establishing any additional works on the island, or for extending the yard in that direction, consequently nothing has been done beyond the repairs and occupancy of the dwellings. Should Congress furnish the means, this valuable acquisition may be easily made available for useful purposes, though the improvements must necessarily be the work of years.

The reasons stated in my last annual report for essential improvements at the Norfolk and Pensacola navy yards are referred to, without repeating them in detail, as still existing, and every consideration of policy and duty calls for the necessary appropriations to place those establishments in a condition of usefulness to the country. In some respects the yard at Norfolk has advantages superior to any other station. Accessible as the harbor is at all seasons of the year, and having a permanent stone dry-dock already constructed, there is no reason why the facilities afforded should not be made available to the country.

The temporary arrangements which were made for the occupancy of the navy yard at Pensacola still continue, and the buildings which were spared remain in a dilapidated and scarcely habitable condition. Kitchens and stables, which escaped destruction, are occupied as residences by the officers attached to the yard, with few of the conveniences and none of the comforts of home. In peaceable times the work at this yard will not be extensive, but being the only naval station on the gulf of Mexico, and there being no large ports in that section where naval vessels can be repaired, it is important in an economical point of

view, as well as advantageous in many respects, that this yard should be placed in a proper condition.

LEAGUE ISLAND.

The act of Congress approved February 18, 1867, authorized the acceptance of the title to League island "and adjacent marsh land, including the whole of the creek known as the back channel, from the Schuylkill to the Delaware river, and all the riparian rights and privileges of said League island, adjacent marsh, and back channel, together with so much of the opposite shore of the back channel from the League island shore as shall, in the opinion of the Secretary of the Navy, be ample to enable the government to have the sole and exclusive use of said back channel and both shores thereof," provided "the acceptance thereof shall be recommended by a board of officers to be appointed by the President."

You were pleased to designate as members of the board Rear-Admiral Charles H. Davis, United States navy, president; Major General A. A. Humphreys, chief of engineer corps United States army; Commodore James Alden, United States navy; Chief Engineer J. W. King, United States navy, and Professor J. E. Hilgard, of the Coast Survey. On the 11th of April the board reported that it "had read with scrupulous attention the several reports and opinions on the subject of League island, and its suitability for naval purposes, proceeding from commissions of inquiry or from other official authorities; it has given a respectful and careful deliberation to the most prominent of the controversial pamphlets written on this subject; it has made a complete study of the original maps and plans of League island and the adjacent property, among which are included the early original manuscript topographical sheets of the United States Coast Survey; it has investigated the hydrographical features of the surrounding channels and basins; it has entered into a thorough personal examination of League island, of the opposite shore of the back channel, and of the channels themselves at different periods of the tide; it has bestowed its careful consideration upon the relation of all the various points and details involved to the present and future wants and purposes of the navy of the United States, and especially their relation to the supplies of material, labor, and the sources of manufacturing power; and, feeling assured that these deliberations, examinations, and studies, added to the knowledge and experience already possessed by its members, qualify it to form an opinion on the subject of League island, in respect to its geological, topographical, and hydrographical conditions, in respect to defence, in respect to the practical business and wants of navy yards, docks, and dock-yards for vessels of wood and iron, and in respect to its adaptation for all naval purposes whatever, this board does not hesitate to recommend with entire unanimity, that League island, the adjacent marshes, and back channel, together with so much of the opposite shore of the back channel from the League island shore as is hereinafter described, be accepted from the city of Philadelphia, and be held for naval purposes by the government of the United States."

The board also designated the quantity of land on the opposite shore from-

League island which, in its opinion, was necessary to enable the government to have the exclusive use of the back channel and both shores thereof. A copy of this report was communicated to the mayor of Philadelphia, and he was notified that the department was ready to accept the title to the property whenever it was perfected and offered for that purpose. After consultation, the authorities of Philadelphia decided to ask a modification of the line recommended on the shore opposite to League island, as it was their intention to lay out an avenue one hundred and twenty feet wide, running the entire length of the island. Chief Engineer King was directed to co-operate with the city engineer and surveyor, and a line satisfactory to themselves was agreed upon. This was submitted to the board, of which Rear-Admiral Davis was chairman, who recommended the acceptance of the modification proposed. The board say in their report that had they been acquainted with the plan of the city improvements, they would have chosen the same or similar lines, and that "the interposition of Delaware avenue, which is one hundred and twenty feet broad, between the northern wall bounding the property of the United States and the buildings of the city, furnishes that security against nuisances and against accidents by fire which it was the first object of the board to provide."

It is provided by the act of February last that League island shall not be accepted until the title to the whole of the land necessary to enable the government to control both shores of the back channel is complete and indefeasible. As the land on the shore opposite League island belongs to various parties, some of whom are minors, and as some of it is held in trust, it became necessary, in order to make perfect titles under the laws of the State of Pennsylvania, as well as to fix a price, for the city of Philadelphia to call for the intervention of a jury. This jury has not yet reported, but is shortly expected to do so, and I am informed by the mayor of Philadelphia that he has reason to believe that about the commencement of the ensuing year everything will be in readiness to complete the transfer from the city to the national government. The city of Philadelphia has been ready to transfer League island proper, on the terms originally proposed, without any delay, and since the designation of the adjoining property it has not been negligent in its efforts to acquire a legal title, in order to comply with the requirements of Congress.

SITE ON THE THAMES RIVER FOR NAVAL PURPOSES.

A clause in the act making appropriations for the naval service, approved March 2, 1867, authorizes and directs the Secretary of the Navy "to receive and accept a deed of gift, when offered, by the State of Connecticut of a tract of land situated on the Thames river, near New London, Connecticut, with a water front of not less than one mile, to be held by the United States for naval purposes." On the 25th of September his excellency the governor of Connecticut transmitted to the department a copy of an act passed by the general assembly of that State, appropriating fifteen thousand dollars to aid the city of New London in the purchase of the requisite property, and making other necessary provisions for carrying the act into effect, and inviting me to designate some one to unite with the commissioners to be appointed by him in selecting and locating

such a site as is contemplated in the act. In compliance with the request of Governor English, Commodore J. P. McKinstry was detailed for that purpose, and in the latter part of October he proceeded to New London and examined with Messrs. Ingersoll, Blackstone, and Hollister, commissioners on the part of the State, the proposed site. No transfer of the property has yet been made to the government, but Commodore McKinstry reports to the department that the tract of land which it is proposed to cede is on the east shore of the Thames river, situated partly in the towns of Ledyard and Groton, with a water front of one mile, as provided by act of Congress, and a breadth varying from six hundred to seven hundred feet. The south line of the tract is about two miles above New London and five miles north of the light-house at the entrance of the Thames. The channel of the river adjacent to the tract of land selected has a depth of water of not less than four and a half fathoms.

TRANSFER OF IRON-CLAD STEAMERS.

By an act of March 2, 1867, the Secretary of the Navy was authorized and directed to deliver to George W. Quintard, of New York, for his own use and behoof, the United States iron-clad Onondaga, upon payment by said Quintard, his heirs and assigns, to the treasury of the United States of the sum of seven hundred and fifty-nine thousand six hundred and seventy-three dollars. In pursuance of this act the iron-clad steamer Onondaga was, on the twelfth day of July last, transferred to Mr. Quintard, that gentleman having deposited the amount therein specified.

By an act of the same date the Secretary of the Navy was authorized and directed to release to William H. Webb, of New York, all right, title, interest, and demand of the United States in and to the iron-clad steamship Dunderberg built by said Webb under contract with the Navy Department, upon payment by him into the treasury of the United States of any and all sums of money paid or advanced by the Secretary, or by his order, to said Webb on account of said contract. There had been paid to Mr. Webb, on his contract for this vessel, one million forty-one thousand six hundred and sixty-six dollars and sixty-seven cents, which amount he deposited in the treasury, and on receipt from the assistant treasurer at New York of a certificate to that effect, a release of the vessel took place and Mr. Webb became her owner.

THE REBEL RAM STONEWALL.

The rebel ram Stonewall, which was delivered by the rebels to the Spanish authorities at Havana, and by them turned over to the United States, was on the 5th of August transferred to the government of Japan at her appraised value of \$400,000. Since coming into our possession she had been lying in the waters of the Potomac, and as she was constructed of wood, and liable to rapid deterioration if unused, her retention for our service was not deemed advisable. The negotiations for her sale were conducted through the Department of State, and were made with the approval of the government.

THE NAVAL ACADEMY.

The Naval Academy continues under the able superintendence of Vice-Admiral Porter, whose report, together with that of the Board of Visitors, is appended. These papers show that the academy is satisfactorily fulfilling the work assigned it in educating and moulding the character of the future officers of the navy. The standard for general instruction will compare favorably with that of other educational institutions, and the special training required to prepare the students for the naval service is thorough and satisfactory. Some additional facilities are needed, both in the academic and steam department, for which estimates have been submitted. A further purchase of land and the erection of additional buildings are also desirable. The department of natural and experimental philosophy, especially, needs enlarged and better accommodations, and the discipline of the academy would be much benefited if all the officers could live within the grounds of the institution instead of being compelled to occupy very indifferent quarters outside. Two convenient dwellings have been completed during the year at a moderate cost, and the erection of ten more is recommended.

The superintendent of the Academy, the chief of the Bureau of Medicine and Surgery, and the Board of Visitors call attention to the insufficient arrangements for the sick. The hospital will only accommodate twelve, with two in a room, and the daily average of sick is very much larger. Humanity requires that a site remote from disturbing causes should be purchased, and a suitable building erected without delay.

The new chapel is nearly finished, and the large building designed for quarters for the midshipmen is under contract, to be completed in season for occupancy at the commencement of the next academic year.

The graduating class the present year numbered eighty-seven. The undergraduates were at sea from two to three months for practice in the sloops-of-war *Macedonian*, *Savannah*, and *Dale*.

NAVAL APPRENTICES.

The naval apprentice system, to which reference has been made in former reports, continues to receive the special care and attention of the department, and the results thus far have been more satisfactory than could have been reasonably anticipated at the time the enlistment of apprentice boys was revived, about three years since. There are occasionally mistaken ideas on the part of parents and guardians as to the end to be attained by enlistment, but by far the greater proportion, as well as the apprentices themselves, have a just appreciation of the benefits to be received. The education of the boys as seamen does not cease with their transfer from the apprentice ships to sea-going vessels. Those in service on board our men-of-war are being educated and prepared for the higher duties of seamanship, and such as identify themselves with the navy by twenty years' service, become beneficiaries under the act of March 2, 1867, and are provided for in age. By its policy the government is giving a stimulus to a long desired and greatly needed improvement in the moral and intellectual character of the seamen of the country, and establishing among them an abiding attachment for the naval service.

The authorized annual number of apprentices for admission to the Naval Academy, though this year increased to ten, was selected without difficulty by competitive examination from those who were eligible under the law, and several others, who were nominated from the school-ship by members of Congress, passed the required examination.

The increasing number of applicants for enlistment rendered necessary an increase in the facilities for instruction, and accordingly the sloops-of-war Portsmouth and Saratoga have been put in commission, and, with the Sabine, will be used exclusively as apprentice ships. The station of the Sabine is at New London and vicinity, the Portsmouth will be in Hampton Roads and Chesapeake Bay, and the Saratoga in New York.

SEAMEN.

I have, heretofore, repeatedly invited attention to the importance of legislation to improve the condition of our seamen, both in the naval and mercantile service, and I again ask a recurrence to these suggestions, particularly to those made in my last annual report. The apprentice ships will gradually furnish a class of men educated to the naval service, and every reasonable inducement should be held out to them to continue in that branch of sea life in which they have been trained. The longer a seaman continues in the navy the more valuable he becomes, and it is worthy of consideration whether in lieu of the bounty now paid for the re-enlistment of those who have been honorably discharged, or in addition thereto, an increased rate of monthly wages may not be advantageously given for every honorable discharge, so that for those who creditably serve their enlistments the inducement to continue in the navy will increase with their years of service, until finally, when they are entitled to retire upon half pay for life, after an enlistment of twenty or more years as now provided by law, their compensation will be such that their half pay will give them a comfortable support if they choose to accept it in lieu of a home at the Naval Asylum.

Additional legislation is also needed to retain the services of those who voluntarily enlist. Punishment cannot now reach a deserter except by the tedious and expensive process of a court martial. It is suggested that a more summary way to deal with deserters be authorized, and that they be by law required to serve the full term of enlistment exclusive of the time they may have absented themselves, as is now provided for the military service, and that they be liable to trial by court martial even if not arrested until after their term of enlistment has expired.

It is also recommended that for the purposes of the naval service the age of enlisted persons, as sworn to at the time of enlistment, shall be held to be their true age, and that persons who have declared themselves to be of the requisite age, shall not be discharged by any process of court, either state or federal.

EXAMINATION OF VOLUNTEER OFFICERS.

The board for the examination of volunteer officers for admission into the regular navy, in conformity with the provisions of the act of July 25, 1866, has

been in session at intervals during the entire year, and has submitted its final report of officers examined. A very small number on foreign service, and some who have been recommended for admission under the last clause of the third section of the act under which the board was convened, have not been finally examined, and for this purpose it will be necessary to convene a board of officers at some future time. The law gave the department no authority to make selections or recommendations, but left the whole matter in the hands of a board, which was to select and recommend the authorized number in the several grades, provided so many were found qualified. The report of the board has not, therefore, received any revision by the department, and the names of the several officers found qualified will, in accordance with their recommendation, be forwarded to you at an early day for transmission to the Senate for confirmation.

RANK OF STAFF CORPS.

The Chiefs of the Bureaus of Medicine and Surgery, of Provisions and Clothing, and of Steam Engineering, bring to the notice of the department the claims of their respective corps to increased rank. It is urged that by the recent creation of the several grades of admiral, of commodore, and lieutenant commander, the rank of the staff corps has, in effect, been reduced. The law now provides for the appointment of fleet surgeons, fleet paymasters, and fleet engineers, but the rank is only temporary, ceasing when the officer is detached from fleet duty. If these grades were made permanent, and to embrace a sufficient number for the service required of the officers standing at the head of their respective lists, and the rank now temporarily given to fleet officers and to the other grades legalized, it is thought that the staff corps would be generally satisfied. It is understood that they propose to bring the matter of increased rank to the notice of Congress, and such legislation as may seem equitable and just is recommended.

RELIEF FOR THE SOUTHERN STATES.

A joint resolution, approved February 22, 1867, authorized and directed the Secretary of the Navy, upon application of the contributors, to assign a public vessel for the transportation, under such regulations as he might prescribe, to Charleston, Savannah, and Mobile of any supplies of food and clothing that might be contributed by the people of the United States for the use of any portion of the people of the southern States who were suffering from the failure of crops or other causes.

In accordance with this resolution two public vessels of the navy were put in commission and assigned to the purpose indicated. One, the *Purveyor*, was placed at the disposal of the Southern Relief Commission at New York; the other, the *Relief*, was placed at the disposal of the Southern Relief Association at Baltimore.

The *Purveyor* made two trips, one in March and one in June, to the south, as far as Mobile, carrying such provisions and other articles as were placed on board by the commission at New York. The *Relief* sailed from Baltimore in May and proceeded to Mobile, where she discharged her cargo and returned.

As the department had no suitable vessel of light draught to enable it to send provisions to Wilmington, Congress, by resolution approved on the 29th of March, directed it to charter a vessel to convey contributions from Baltimore to that point. It was found, however, that the employment of the usual freighting lines was more economical, and such supplies as were offered were in that way transported at a cost of \$1,506 89. No appropriation having been made for this service, the expense was defrayed from the contingent fund of the department.

CLAIMS OF CONTRACTORS.

An act of Congress approved March 2, 1867, directs the Secretary of the Navy to investigate the claims of contractors for vessels of war and steam machinery for relief, upon a basis therein named. To give the several claims a thorough examination it became necessary to convene a board, and Commodore J. B. Marchand, Chief Engineer J. W. King, and Paymaster E. Foster were selected. The sessions of the board commenced on the 8th of July, the several contractors having previously been directed to prepare and forward to the department a statement in detail of the several claims, fortified by such proofs as they could furnish. The board permitted each contractor to appear before them in person or by attorney, and gave a patient and searching examination to the several claims. Their report will be submitted to Congress at an early day.

PETROLEUM AS FUEL FOR GENERATING STEAM.

The act approved April 17, 1866, appropriated five thousand dollars for testing the use of petroleum as a fuel under marine boilers. An elaborate series of experiments has been made at the New York and Boston navy yards, and a very full synopsis of the information gathered is given in the report of the chief of the Bureau of Steam Engineering. The conclusion arrived at is that convenience, comfort, health, and safety are against the use of petroleum in steam vessels, and that the only advantage thus far shown is a not very important reduction in bulk and weight of fuel carried.

THE STEAMER AMAZON.

The attention of the department has been called to the interest and rights of the captors in the case of the Amazon. This was an iron steamer captured by the Pontiac, Commander S. B. Luce, on the second of March, 1865. She was appraised by order of Rear-Admiral Dahlgren and taken into service, libelled as prize in the eastern district of Pennsylvania, but under an order of court was surrendered to the claimant, on his paying into court \$8,000. On trial the Amazon was condemned as prize, but the Secretary of the Treasury remitted the forfeiture, and the \$8,000, instead of being paid to the captors and naval pension fund, in conformity to law, were repaid to Dillon, the claimant. Of this proceeding this department was wholly unadvised, and had no notice whatever until after the money had been paid to Dillon, and the time allowed by law for appeal had elapsed.

The captors who were thus deprived of the share of the prize money to which, under the capture and condemnation, they consider themselves legally

entitled, will appeal to Congress for the money which, by law and the decision of the court, they believe to be due them. The naval pension fund is also entitled to its moiety of the money which has been relinquished.

NAVAL PENSION FUND.

The naval pension fund has been increased during the year one million two hundred and fifty thousand dollars, making the aggregate at the present time thirteen million dollars. This amount having accrued to the United States from the sale of prizes, the public faith is pledged that it "shall be and remain forever a fund for the payment of pensions to the officers, seamen, and marines who may be entitled to receive the same." It is also provided that if the fund shall be more than sufficient, the surplus shall be applied to the making of further provision for the comfort of disabled officers, seamen and marines. To partially comply with this requirement, the act of March 2, 1867, provides for giving a cash pension in lieu of a home at the Naval Asylum to those who have been twenty years in the service, and authorizes relief for a specified time to those who have been disabled after ten years' enlistment. The benefit of this act has thus far been given to but seven persons, and though the number may be considerably increased, it is probable that a portion only of the surplus will be used in this way. I recommend, therefore, that the pension laws applicable to the navy be revised, and such an increase in the rates of pension be authorized as the fund will warrant. The entire principal of the fund was earned by the officers and men of the navy during the recent war, and it is eminently proper that its benefits should be enjoyed by those whom the war has deprived of other support, as contemplated by the statute. In this revision provision should also be made for pensions for the admiral, vice-admiral, rear-admiral, commodore, and other grades, both of the line and staff, now wholly omitted. It may also be well to consider whether the family of a person dying in the navy after a specified time of service should not derive some benefit from this surplus fund, even though the death should not have occurred in the strict "line of duty."

NAVAL PENSIONS.

During the year ending November 1, 1867, there has been an increase of twenty-nine on the invalid pension roll, and of one hundred and eighty-four on the widows' and orphans' roll, making a total of two hundred and thirteen, and calling for \$49,089 20 more than the previous year. The number of each class on the rolls is as follows:

1, 079 invalids, annually receiving	\$92, 674 25
1, 392 widows and children, annually receiving.....	226, 398 00
7 invalids under act March 2, 1867, receiving	756 00
<hr/>	
2, 478 persons receiving a total amount of.....	<hr/> <hr/> 319, 828 25

EXPENSES AND ESTIMATES.

The available resources of the department for the fiscal year ending June 30, 1867, were.....	\$117, 944, 060 48
Expenditures.....	31, 034, 011 04

Leaving a balance at the commencement of the present fiscal year of.....	\$86, 910, 049 44
The appropriations for the current year amount to.....	16, 555, 705 25
<hr/>	
Making the total available resources for the fiscal year ending June 30, 1868.....	103, 465, 754 69
There was carried to the surplus fund of the treasury, on the 30th September, 1867, at the request of the department.....	65, 000, 000 00
<hr/>	
Leaving available for the current fiscal year.....	38, 465, 754 69
<hr/> <hr/>	

The estimates for the fiscal year ending June 30, 1869, are as follows :

Pay of officers and men of the navy.....	\$10, 660, 560 00
Improvements and repairs in navy yards.....	10, 141, 038 00
Pay of superintendence in navy yards.....	443, 772 75
Coal, hemp, and equipment of vessels.....	3, 000, 000 00
Navigation, Naval Academy, Observatory, &c.....	650, 999 40
Ordnance, magazines, &c.....	2, 342, 335 75
Construction and repair of vessels.....	8, 690, 000 00
Steam machinery, tools, &c.....	4, 400, 000 00
Provisions and clothing.....	3, 400, 000 00
Hospitals and naval laboratory.....	141, 000 00
Contingent expenses.....	1, 832, 500 00
Support of marine corps.....	1, 614, 978 05
<hr/>	
Total.....	47, 317, 183 95
<hr/> <hr/>	

Since the close of the war no appropriations have been required for the construction and repair of vessels, for steam machinery, ordnance, provisions and clothing, fuel, hemp, &c., the balances under these several heads having been more than ample for current expenditures. In my last annual report attention was called to the existence of large balances under these heads, and it was suggested that they could be disposed of by Congress in order that future expenditures might be made after specific appropriation following the close scrutiny which has been deemed essential to correct administration. As no action was taken by Congress, on the 30th September last, in accordance with the provisions of the act approved May 1, 1820, I requested the Secretary of the Treasury to carry to the surplus fund appropriations to the amount of \$65,000,000, leaving under these several heads an amount only sufficient for the expenditures of the current fiscal year. In this sum of \$65,000,000 are embraced the amount received from the sales of vessels and other war property of no service in time of peace; the amount refunded to the government by the builders of the Dunderberg and Onondaga, as well as the balance of appropriations under the heads for which nothing has been asked for the last two years, not required for the current year.

In accordance with the views herein expressed, estimates have been submitted for the entire expenses of the department for the ensuing fiscal year, which of course make a larger aggregate than for the past two years, when only partial

estimates were made. Estimates have also been made for amounts sufficient to complete the buildings and works which are unfinished, and to place the different navy yards in an efficient condition, amounting to over \$10,000,000. This expenditure, should the appropriation be made, would run through several years; the improvements being of a character requiring time for their completion.

At the close of the war, in the spring of 1865, the department had heavy contracts in the process of fulfillment for vessels, engines, ordnance, &c. Good faith required that these should be completed, and the expenditures of the department for the past two years have, for these reasons, been necessarily large for a peace establishment. Nearly all the war liabilities are now closed, arrangements having been made with some of the manufacturers of engines for which no vessels have been provided, to take the engines and relieve them from further responsibility. The expenditures of the department were over \$12,000,000 less during the last year than for the preceding fiscal year.

To return to the treasury \$65,000,000, besides meeting the extraordinary expenditures of the heaviest branches of the service for three years, must be regarded as evidence that the business of the department has been conducted with economy, as well as that care has been taken by those intrusted with the disposition of useless public property to realize the nearest approximation to its value; and is a financial exhibit exceedingly gratifying to the department.

THE BUREAUS.

The reports of the chiefs of bureaus, and of the commandant of the marine corps, contain detailed statements of the operations of their several departments during the year, with suggestions for the future. The principal points touched upon are the following:

The chief of the Bureau of Yards and Docks reports the expenditures for improvements and repairs in the several navy yards during the last year, and explains in detail the estimates for the ensuing fiscal year for improvements. The immense expenditures for construction, repairs, and for machinery outside the yards during the rebellion, has shown the necessity for enlarging the yards and increasing the facilities in the government establishments, where the work is more reliably and economically done. Nothing was appropriated for improvements during the current year, and the estimates are consequently larger than usual. For the navy yard at Kittery \$717,828 is asked; for the Charlestown yard, \$2,382,135; for the Brooklyn yard, \$3,913,714; for the care and preservation of the property in the Philadelphia yard, \$88,883—nothing being asked for permanent improvements, in view of the proposed removal of the yard to League island; for the Washington yard the estimates amount to \$426,415; for the Norfolk yard, \$646,145; for the Pensacola yard, \$1,256,885; for the yard at Mare island, California, \$530,433; for the stations at Key West, Sackett's Harbor, Mound City, and for the Naval Asylum. \$138,600.

The chief of the Bureau of Equipment and Recruiting reports that, during the year, seventy-three vessels have been equipped for service, twenty-three of which have been wholly, and several others partially, wire rigged. The gov-

ernment ropewalk at Charlestown has as heretofore supplied the hemp rigging used in the navy, consuming in its manufacture four hundred and twenty-five tons of hemp. The tests of the comparative strength of wire and hemp rope, and the reports of commanders of wire-rigged vessels are so satisfactory that the bureau recommends the erection of a building and the purchase of suitable machinery for the manufacture of wire rigging. Attention is called to the suggestions of the chief of the bureau relative to offering greater inducements to seamen and ordinary seamen to enlist in the navy, and also to the necessity for additional legislation to prevent desertions, by providing a more effectual punishment for that crime than now exists.

The chief of the Bureau of Navigation reports that the instruments, nautical books, charts, and other navigation supplies issued to naval vessels, are well cared for, and that a strict accountability is exacted of officers in charge. The subject of compass deviations has continued to receive the particular attention of the bureau, and it is believed that its efforts will result in furnishing a body of reliable practical data upon which to base a satisfactory judgment upon the quality of the compass and its use on board modern ships of war. The active co-operation of this government with European powers in developing the dangers to navigation in the Pacific and Indian oceans is recommended. The navigable waters of China and Japan, and in the vicinity of the territory recently acquired from Russia, are now visited at considerable risk of both life and property and the interests of the commerce of all nations require that careful surveys be made. The hydrographic office has prepared a number of charts for publication, some of which have already been issued, and it is steadily progressing in the duties for which it was originally designed. The naval apprentice system continues to win favor, and the results are satisfactory. The new chapel and the additional quarters for midshipmen at the Naval Academy are now under construction. The accompanying reports of the superintendent of the Naval Observatory and of the Nautical Almanac show in detail their labors during the year.

The chief of the Bureau of Ordnance states that since the date of his last report all existing contracts for naval cannon have been completed, and that, with the exception of the fifteen-inch guns, the stock on hand will meet the wants of the service. There is also a superabundant supply of powder, projectiles, &c., to supply current demands. The trials of the navy fifteen-inch gun in England have fully vindicated the wisdom of the measure of introducing this calibre of cast-iron ordnance into our service. Wrought-iron gun carriages are taking the place of the old wooden ones, and a steam gun carriage for the manipulation of heavy ordnance, the invention of James B. Eads, esq., of Missouri, has been tried during the past year with gratifying results. Breech-loading small arms, in lieu of muzzle-loaders, are now being introduced into the service. Old, unserviceable, and surplus guns, powder, projectiles, &c., have been disposed of during the year, and \$385,941 has been realized to the treasury from this source.

The chief of the Bureau of Construction and Repair reports that during the

last year the work at the navy yards has been mainly confined to the repair of vessels. The new work has been limited to the slow completion of the steam vessels, for the machinery of which contracts were made with private parties before the close of the war. Four have been launched during the year, and the construction of four of the smaller class has been commenced. Additional buildings are needed at the different yards for the economical working of the constructor's department. The chief of the bureau recommends that steps be taken for the professional education of naval constructors.

The chief of the Bureau of Steam Engineering reports that no new machinery has been commenced during the year, and that the work at the different navy yards has been limited to repairing and fitting out, and to the gradual completion of the machinery commenced before the termination of the war. The Franklin and Guerriere are the only new vessels with recently constructed engines that have made sea voyages, and the reports of the performance of their machinery are most satisfactory. A summary of the trial of competitive machinery erected in other large vessels is given. The machine shops at the different yards are inadequate for the operations which a sudden demand for war steamers would require, and the chief of the bureau earnestly hopes that the estimates asked for to put them in efficient condition may receive the favorable action of Congress.

The chief of the Bureau of Provisions and Clothing reports that the large stock of stores on hand at the close of the war has been reduced to a standard sufficient only to meet the current wants of the service. He recommends that the custom of the English and French navies, and of our own army, of purchasing the materials and making up a portion of the clothing used, be gradually introduced into our service, and that a part of the sailor's outfit be furnished him without charge.

The chief of the Bureau of Medicine and Surgery presents not only the usual report of sickness and death in the navy during the year, but gives in addition interesting tables showing the number of sick of each squadron engaged on the blockade during the war, together with the total of each disease treated, number of deaths on the blockade during the rebellion, proportion of deaths to the number of cases treated, and the proportion of deaths to the number of ship's company. The summary shows that from the commencement of the rebellion to the 30th of June, 1865, there were under treatment, 114,038 cases; that there were 2,532 deaths, the proportion of deaths to the number of cases treated being .0175. At the close of the year 1865 there remained under treatment 853 cases; during the year 1866 there occurred 24,350 cases of disease, injury, &c., making a total of 25,203 cases treated during the year, of which 310 died; 23,954 were returned to duty or discharged the service, leaving 939 cases under treatment at the end of the year 1866. The proportion of cases admitted to the whole number of persons in the service was about 1.46, or each person was on the sick list $1\frac{46}{100}$ times during the year. The proportion of deaths to the whole number in service, was .018, and the percentage of deaths to the whole number of cases treated is .012, or less than two per cent.—taking the average strength of the navy, (officers, seamen, marines, engineer service and coast survey included,) for

the year 1866, to be 17,193. The total number of deaths from all causes, reported at the Navy Department from October 1, 1866, to September 30, 1867, is 395. The number of insane of the navy under treatment in the government asylum near Washington, during the year ending 30th September, 1867, was 24; number now under treatment, 18. The necessity for enlarging the laboratory accommodation continues to press itself upon the attention of the bureau, and estimates for this purpose have again been submitted.

The commandant of the marine corps reports that at the annual inspection he found the troops in a thorough state of discipline and efficiency, and the several barracks and quarters in a creditable condition. The men are kept in constant readiness for duty at sea or on shore, and at short notice could be concentrated, in condition for effective service, at any point where the presence of troops might be required. The number of officers and men attached to vessels in commission is now somewhat less than usual. The new infantry tactics recently introduced into the army has been adopted, and the corps is now being instructed in conformity therewith. Two officers and several men have died of yellow fever at Pensacola. The commandant of the corps renews the recommendation of last year that new barracks be erected at Washington, a board composed of officers, a civil engineer, and master mechanic, after a thorough examination, having reported that it is not expedient to attempt to repair the present structures.

CONCLUSION.

In closing this report it is gratifying to state that, while the reduction of vessels in commission has steadily progressed, and while our squadrons are limited to the smallest number of steamers compatible with the requirements of commerce, the protection of our countrymen, and the dignity and power of the nation, the vigilance and activity of our naval officers, with their small but efficient commands, have been such as to cause our flag to be exhibited in almost every important port on the globe; and it is a satisfaction to know that the demonstration of a naval force has everywhere been sufficient to cause it to be respected, and to give security to the persons and property of American citizens. Our commerce, which was seriously affected during the prevalence of civil war, in consequence of the countenance and encouragement extended to the rebels by foreign governments, has not, from the continued unsettled condition of our domestic affairs, recovered its former vigor, but the navy has, in guarding American interests and maintaining American rights, performed its duty, fostered trade, and, with the re-establishment of the Union, will contribute to restore our former commercial prosperity and success. If our ships and men in service are vastly inferior in numbers to other maritime powers, it is a matter of just pride that, for efficiency in guarding the interests of our countrymen, in opening new avenues to trade, in exploring and rendering safe the ocean highways traversed by adventurous navigators, and for every useful purpose, they are surpassed by those of no other nation, and that they continue to assert our rights and maintain the credit and renown which has ever belonged to the American navy.

GIDEON WELLES.

To the PRESIDENT.

APPENDIX.

APPENDIX.

REPORTS OF OFFICERS.

ADMIRAL FARRAGUT'S REPORT OF PASSAGE TO EUROPE.

UNITED STATES FLAG-SHIP FRANKLIN,
Cherbourg, July 15, 1867.

SIR: I have the honor to report to the department that I assumed command of the European squadron yesterday. The passage from New York to this place was made in sixteen days under very favorable circumstances. The winds were generally light, and when the speed was reduced to three or four knots, we used steam with two boilers, consuming from thirty to thirty-five tons of coal per day, making from 7 to 7.6 knots per hour. With steam and sail under the most favorable circumstances we made as a maximum 11 knots and 2 f. with the propeller uncoupled we made 9 knots, and with the propeller hoisted up we made $11\frac{1}{2}$ knots.

* * * * *

I found here Rear-Admiral Goldsborough with his flag-ship the Colorado; the Canandaigua, Captain Strong; the Ticonderoga, Captain Wyman; and the Frolic, Commander Upshur. The Shamrock and Swatara are at Lisbon awaiting my orders.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral, Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Admiral Farragut's reception of her Imperial Majesty the Empress of France.

UNITED STATES FLAG-SHIP FRANKLIN,
Cherbourg, France, July 30, 1867.

SIR: I have the honor to report to the department that while in Paris I heard that her Imperial Majesty was to visit Cherbourg on the 26th instant. I returned to this port to receive her. Owing, however, to the weather, the royal yacht did not arrive, and having on the evening of the 26th received an invitation to dine with his Imperial Majesty the Emperor, I returned to Paris, giving directions that all due honors should be paid to the Empress on her arrival by the vessels of the European squadron. The royal yacht entered the harbor of Cherbourg on the 27th instant and was received with all honors. The ships were dressed, the yards were manned, the men cheered, and the national salutes were fired. After the Empress had been received on board the French flag-ship the Magenta, the senior officer, Captain Pennock, sent Captain W. E. Le Roy to wait upon her Majesty and offer congratulations upon her safe arrival.

The Empress having expressed a wish to visit the Franklin, the invitation was immediately given, and after a brief interval her Majesty and suite came on board and were received with all due honors.

On her departure the national salute was fired, the yards being manned and the men cheering. By the express invitation of the Empress, Captains Pen-nock and Le Roy dined with her Majesty on board the royal yacht *La Reine Hortense*.

At night all the ships of my squadron united with the French men-of-war in a general illumination, with a display of blue lights, and on the departure of the royal yacht on the following day we united again with the French squadron in manning yards, cheering, and firing the national salute.

I desire to add that the practice squadron which was detained here joined in all the honors. I have to add that with his excellency John A. Dix I dined with the Emperor on the day specified.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Admiral Farragut's visit to the Cherbourg dock-yard.

UNITED STATES FLAG-SHIP FRANKLIN,
Off Cherbourg, July 30, 1867.

SIR: I have the honor to inform the department that this morning, accompanied by my staff, I visited the dock-yard at this port, where I was received by the Préfet Maritime Vice-Admiral Reynæux and escorted around the yard, and from whom I beg leave to say we have received every facility and courtesy during our stay here.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Admiral Farragut's reception in Russia.

UNITED STATES FLAG-SHIP FRANKLIN,
Off Cronstadt, Russia, August 13, 1867.

SIR: I have the honor to report my arrival in the Franklin at this place on the 10th instant, after a very pleasant passage of eleven days from Cherbourg, having anchored two nights whilst running through the Great Belt. Our reception here by the Russian authorities, naval and civil, was most gratifying, both nationally and individually. From the time we passed the first vessel we were greeted by cheers and salutes until we anchored, the harbor becoming so dense from smoke that we could no longer distinguish whence the guns were fired, whether from forts or ships, the Russians always taking the initiative. We returned in kind in cheers and salutes, cheering when they cheered and firing when they fired, but it was one burst of the most cordial welcome.

The commanding Admiral Lessoffsky called as soon as possible to inform me that quarters were prepared for me on shore, where it was expected that I would take up my abode, and thence visit other points as I felt disposed. He

also notified me that he would bring all the senior officers under his command to call on me on Monday at any time most agreeable to me. I named one o'clock, and at that hour the admiral came on board, accompanied by the port admiral and many other officers.

They were entertained with all the usual courtesies on such occasions, and spent an hour or two on board, and on their departure received the proper salutes. To-day I received the mayor and civil authorities of Cronstadt, who did me the honor to call and pay their respects.

It is my purpose to-morrow to visit St. Petersburg and call upon our minister, the Hon. Cassius M. Clay. I am accompanied by the Canandaigua and Ticonderoga, and am expecting the Frolic every hour from Stettin.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding the European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Additional report of reception in Russia.

UNITED STATES FLAG-SHIP FRANKLIN,

Off Cronstadt, August 29, 1867.

SIR: In my despatch No. 17, dated August 13, I had the honor to report to the department my arrival here and the reception of the vessels of this squadron by the Russian authorities.

On the 15th instant, at the invitation of his Highness the Grand Duke Constantine, in company of the commanding officers of the vessels under my command, I called upon him and was most cordially received.

On Friday, the 16th, his Highness, accompanied by his suite, came on board this ship, and were received with all due honor.

I have since visited St. Petersburg, Moscow, and Nijui Novgorod, and everywhere the most courteous civilities have been extended to myself and my staff.

In St. Petersburg and Cronstadt many public works have been thrown open for our inspection. Of these the iron-clad batteries of Fort Constantine, off Cronstadt, have been the most interesting.

Last evening Admiral Lessoffsky gave a ball to myself and the officers of our ships here, and I have to-day returned these civilities by an entertainment on board the Franklin.

To-morrow I propose to leave this place for Traund sund, and thence to proceed to Stockholm.

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

D. G. FARRAGUT,

Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Admiral Farragut's inspection of the Russian iron-clad fleet.

UNITED STATES FLAG-SHIP FRANKLIN,

Off Waxholm, below Stockholm, September 3, 1867.

SIR: I have the honor to report that early on the morning of August 30 I left Cronstadt with the Franklin, Canandaigua, Ticonderoga, and Frolic, and proceeded to Trongsund roads. This excursion was made because of a wish

expressed by the Grand Duke Constantine that I should visit the iron-clad fleet assembled there for the purpose of naval exercise during the summer months.

As we entered the sound leading to Trongsund roads, a sloop of war on the lookout met us and saluted my flag. Some eight miles further up we discovered the monitor fleet, ten in number, coming down in line of two abreast, led by their commanding officer, Rear-Admiral Popoff. As we approached they formed in line abreast, flanked by two sloops of war, and fired a salute of seventeen guns, each vessel taking part in the salute and firing consecutively from right to left. This salute was novel, but the effect was beautiful. They steamed past us in line, turned in line by a general movement admirable for its accuracy, and followed us to the anchorage, where the heavy iron-clads were moored in line, and where the station of honor was assigned us in the advance. Vice-Admiral Gregory Boutakow, whose flag was flying from the iron-clad frigate Petropavlosk, saluted and the whole Russian fleet cheered.

After we anchored, each of the monitors constituting the escorting squadron rounded under the stern of this ship, and, as she passed, fired her battery, the crews cheering, and took position in line in rear of the heavier iron-clads. Our rigging was manned, and as each ship passed our crew cheered in turn.

Vice-Admiral Boutakow, with his admirals and captains, called on me to pay his respects, and invited myself and officers to visit Wyborg the next day, and afterwards to dine with him on board his flag-ship. In the evening we were honored by a novel but beautiful and interesting display. All the boats of the fleet, fully manned, were formed in two divisions in line ahead, each division towed by a small steamer, the men bearing brilliant lights and singing wild Russian peasant songs.

One division passed our bow and the other our stern. We acknowledged the compliment with cheering by our crew and our band playing the Russian hymn.

On the following day, with my staff and commanding officers, I went on board the two-turreted ship *Smertch*, under the escort of Vice-Admiral Boutakow, and steamed to Wyborg. A number of my officers followed in the government steamer *Ylmien*. After visiting some places of interest and receiving a handsome entertainment we returned to our ships. In the evening, accompanied by a number of the officers of my squadron, I dined on board the Russian flag-ship. * * * * * In the evening every vessel of the Russian squadron was brilliantly illuminated.

The next morning, with several officers, I inspected the vessels of the iron-clad fleet. At 2 p. m. (September 1st) we got under way and proceeded to sea, exchanging salutes with the flag-ship, and thus, amid cheering from all the ships of the two squadrons, concluded a visit which from first to last has been marked by the interchange of the warmest friendliness, and which we shall always cherish as one of the most pleasant remembrances of our lives. A pilot was put on board this ship by Admiral Boutakow, and a Russian sloop-of-war accompanied us down the gulf and parted with us the next morning, our crews interchanging cheers.

I enclose, for the inspection of the department, a list of the Russian iron-clad squadron at anchor in Trongsund roads, and their respective commanders, furnished to me by Vice-Admiral Boutakow.

To-day at one o'clock I anchored with my squadron off Waxholm, below the city of Stockholm, and in my next despatch I shall have the honor to report to the department my further proceedings.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Russian imperial iron-clad squadron at Trongsund roads.

Flag-ship.—Frigate Petropovsk, Captain Stackelberg.

Batteries.—Netrone Minia, Captain Selivanoff; Rear-Admiral Baron de Tambe; Kremle, Captain Pilkin, 1st; Pervenestz, Captain Kopytoff.

Sloops-of-war.—Yachout, Captain Kazorakoff; (not iron-clad;) Usadnick, Captain Mykhailoff, (not iron-clad)

Two-turreted ship.—Smertch, Captain Korniloff.

Steamers.—Smeloy, Captain Korchounoff, (not iron-clad;) Vladimir, Captain Kondriavoy, (not iron-clad;) Rear-Admiral Popoff.

Monitors.—Ednirog, Captain Baron de Klodt; Lava, Captain Vogack; Bronenosetz, Captain Komprianoff; Curagan, Captain Gevais; Peroun, Captain Karpoff; Latnick, Captain Serkoff; Strelitz, Captain Popoff; Typhon, Captain Pilkin, 2d; Coldoun, Captain Klotchkoff; Vestchoun, Captain Schamshin.

Gunboats.—Leschy, Captain Sharweitz, (not iron-clad;) Toltschia, Captain Valitzky, (not iron-clad.)

Steam yacht.—Ilmien, Captain Sanoff, (not iron-clad;) Vice-Admiral Gregory Boutakow.

Admiral Farragut's visit to Stockholm.

UNITED STATES FLAG-SHIP FRANKLIN,
Off Copenhagen, September 14, 1867.

SIR: In my despatch No. 24 I had the honor of reporting my arrival off Waxholm, about fifteen miles below Stockholm, on the 3d instant. On anchoring we exchanged salutes with the castle at Waxholm, and soon after a Swedish gunboat came alongside, having on board our minister, Major General Bartlett, and our consul, Mr. Perkins, with whom all the necessary arrangements were made incident to my visiting the city of Stockholm the next morning and paying my respects to the Swedish authorities.

On the following day, September 4, accompanied by part of my staff and my commanding officers, I called on Count Platen, the minister of marine, and on the secretary of foreign affairs, by both of whom we were received with the kindest cordiality, and Count Platen invited myself and a number of the officers to dine with him the next day. The invitation was accepted, and we were entertained in the handsomest manner, the table being graced with the presence of all the high officials then in Stockholm and their ladies.

On the same evening I received an invitation, through Count Platen, to dine the next day with his Majesty King Charles XV, at his summer palace, the invitation embracing the United States minister, the commanding officers of the vessels, their executive officers, and two officers of my staff.

At the appointed time we repaired to the palace and were received by Count Platen, by whom we were presented to his Majesty. The King was not only courteous but cordial in his manner, and expressed his gratification at again having vessels of war of the United States in the waters of Sweden. In return I expressed the great pleasure it would give me to receive his Majesty on board my ship, if he desired to visit the Franklin, but his Majesty regretted that his health would not permit him to do so.

On Saturday, the 7th instant, I gave an entertainment on board the Franklin, returning the civilities which had been extended to me. Count Platen, the minister of marine, received the first honors on coming on board, and the Prussian minister, Baron Richthofen, was saluted on leaving.

During my stay here a gunboat was placed at my disposal, and Captain F. Malmberg, of the coast artillery, was assigned as my aid, to whose kindness and courtesy I have been much indebted.

As a further act of courtesy, the hydrographic office, through J. Emil Warberg, hydrographer, presented me with a valuable collection of charts.

On Monday, the 9th instant, at 11 a. m. the fleet left Stockholm, and after a passage of five days anchored off this place. When off Nyborg the pilot ran this ship on a bank, where she remained for several hours before we succeeded in getting her off, of which a detailed report will be made by the captain of the ship.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Admiral Farragut's reception at Copenhagen.

UNITED STATES FLAG-SHIP FRANKLIN,
Off Gravesend, Thames, September 26, 1867.

SIR: In my despatch No. 25 I had the honor to report my arrival off Copenhagen, Denmark.

On the morning of the 13th the wind was fresh, and fearing that I might not be able to accomplish the trip round to Copenhagen by night without putting on full steam, I ordered all the furnaces lighted, being at the same time desirous to try the full speed of all the vessels. This I did to my perfect satisfaction, this ship steaming eight miles per hour against almost a gale, and proving that the Franklin, against a fresh breeze and a moderate sea, was more than a match for either of the other vessels. Her performance gave general satisfaction, and I can with confidence say she steams better under full power than any frigate in our service.

On anchoring off Copenhagen, we exchanged salutes with the authorities, and soon after I called upon our United States minister, Mr. Yeaman, and with him called upon Mr. Raasloff, minister of war, and Admiral Dockum, minister of marine, the only two ministers then in Copenhagen.

These gentlemen returned my call and tendered to me all the facilities in their power; and an aide-de-camp was directed to show me all places of public interest in Copenhagen, including armories and forts.

The armories were particularly worthy of a visit. I saw there, (hundreds of years old,) cannon and every species of small-arms, similar to those now in use, and which claim to be the inventions of the present day—at least, the variations are so trifling, that it is doubtful whether there have been any improvements.

I have visited armories in France, Russia, and Sweden, where I have also seen many of these same cannon and small-arms, but nowhere have I seen such a complete collection, chronologically arranged, as in Copenhagen. Among other curious things, I saw an entire battery of breech-loading cannon of wrought iron, taken out of a vessel sunk during the seventeenth century, which seemed to me to contain all the essential points of modern breech-loading guns.

On Monday, the 16th, the United States minister, Mr. Yeaman, gave a dinner to myself and officers, at which were present all the foreign ministers then in the city. I returned the civilities extended to me by a reception and collation on board the Franklin, on the 18th instant; and on the same evening, by invitation of the minister of war, Mr. Raasloff, was agreeably entertained by a supper and brilliant fire works.

On Thursday, accompanied by our minister, Mr. Yeaman, my staff and commanding officers, I was presented at court; and on the same evening, by invitation, dined with his Majesty, the King of Denmark, his brothers and his two sons,

Frederick the crown prince, and his Majesty George, King of Greece. We were received with great kindness and cordiality, not only by his Majesty, but by all the members of the royal family. The King was pleased to drink to the prosperity of our country, as well as of myself individually.

On the next day, Friday, I left the anchorage off Copenhagen, bound for England, accompanied by the Canandaigua and Ticonderoga, leaving the Frolic to await the arrival of some deserters from Stockholm. Off the Skaw, the Canandaigua and Ticonderoga parted company, having been previously directed to visit certain ports and join me again at Lisbon.

On the afternoon of the 21st the wind commenced to blow from the westward, and gradually increased in force during the following day, until on Monday, the 23d, it became a gale, the wind hauling more to the northward, and blowing with great violence, and so continued until Tuesday night, when the squalls came at longer intervals, and by Wednesday morning the gale was over.

The Franklin, although at times she both rolled and plunged violently, did not strain anything; not a timber creaked, and she came out of the gale without any other injury than the loss of one of her head-boards, which was knocked out by a sea.

In a previous despatch I reported to the department that, through the ignorance of a pilot, this ship was run ashore off Nyborg; but I am happy to say that, so far as we have been able to judge, she did not sustain the slightest injury.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Admiral Commanding European Squadron.

HON. GIBDON WELLES,

Secretary of the Navy, Washington, D. C.

Visit of Captain Strong, in the United States ship Canandaigua, to Candia, with offers to remove destitute Christians.

UNITED STATES FLAG-SHIP COLORADO, (1st rate.)

New York, August 29, 1867.

SIR: I have the honor to enclose herewith the report of the cruise of the United States ship Canandaigua to Candia, Smyrna, Cyprus, Beyrout, Jaffa, &c.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,

Rear-Admiral.

HON. GIBDON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES SHIP CANANDAIGUA (2d Rate.)

Lisbon, Portugal, June 29, 1867.

ADMIRAL: I have the honor to make the following report:

In obedience to my instructions to proceed to Candia, &c., with the United States ship Canandaigua, and on my arrival at Canea to seek an interview with the chief authorities of the island, and ascertain if it were possible to remove the destitute Christian women and children, &c., I left Port Mahon on the 10th of March for Candia, touching at the island of Malta on the 13th. Remained eleven hours to coal ship. Arrived at Canea on the 16th; but finding that an unsafe anchorage, I anchored in Suda bay. I found there the Turkish and Egyptian squadrons, an Austrian frigate, a Russian frigate, and two Italian men-of-war.

On the day of my arrival I had an interview with Omar Pasha, who is governor, and represented to him the object of the visit of this ship as one of friend-

ship and harmony, or one of humanity, and not in the least of an aggressive nature; and used all the arguments that I could on the plea of humanity, &c, to induce his highness to allow me to remove the distressed and suffering women and children of the island to some place where their sufferings could be alleviated.

The Pasha peremptorily refused the permission. He said that under no circumstances could it be allowed; that it was a mistake to suppose that these people were not taken care of; that his government provided for the destitute, &c.

I then asked him if (as he had declined to allow those who had fled to the mountains to be taken off) if he would allow me to take those whom I was informed were at Rhithymno, and anxious to leave. I said, as he had informed me that his government was taking care of the destitute, I presumed he would be glad to be rid of the charge of them. But that also he refused; nor would he allow these people to be provided with food by private charity.

Our consul (previous to my arrival) had procured a quantity of bread to send them, but it was prohibited. The authorities will allow of no interference whatever.

A new commanding general had arrived there a day or two before my arrival. It was said that he had orders to prosecute the war with the utmost energy, and to crush the rebellion at any cost.

It was reported there on the 16th that two days before two villages in the neighborhood were burned and sacked—men, women, and children being murdered. It was very difficult, however, to obtain reliable information as to the real truth.

Our consul, Mr. Stillman, was not on very friendly terms with the government at Candia. That was evident from what he himself said. I do not think it would have been possible to get the authorities to permit the removal of those suffering women and children.

Wishing to get all the information possible in reference to the destitution of the Greek Christians there, I ran down to Rhithymno, on the 21st, to see how the women and children that are there were provided for.

There were at that place some two hundred or more, old men, women and children, who had come in from the country for protection after their homes were desolated. They were placed in small quarters—each room containing about as many as could lie on the floor, and the houses surrounded by a guard. They appeared to be comfortably clad and fed; but, so far as I could learn, that was done by charitable persons, and without the knowledge of the authorities. None were allowed to come in but such as could account for their male relations; if they could not do so, it was taken for granted that the male portion of the family were among the insurgents, and they (the women and children) were driven to the mountains to starve or freeze, or a worse fate awaited them.

I again made an attempt to induce the government to allow me to take them off; but, at the second interview with the governor, the result was the same as before—he peremptorily refused.

From the Turkish authorities I received no offers of assistance or courtesies; but from the Egyptian admiral (at Suda bay) I received offers of coal, provisions, or anything I might require; but fortunately not requiring anything, I had only to thank him for his civilities.

Finding, therefore, that I could accomplish nothing, I left Suda bay on the 27th for Smyrna, where I arrived on the 28th—remaining till the 4th of April, and then left for Cyprus, arriving there on the 8th. I touched at Samos and Rhodes on my way down. I was informed at Samos that we had not had one of our men-of-war at that place for the last twenty-five years.

There are no lines of steamers that stop there, so that the population of the island is in an isolated condition, depending entirely upon chance to get a mail, &c.

The island appears to be well cultivated and the people in a prosperous condition. There are no Americans on the island.

The Russian vice-consul had been waiting for more than a month for an opportunity to leave the island for the benefit of his wife's health. He made an urgent appeal to me to take him and his family to Rhodes, where he could take a steamer for Smyrna. I took them on board, and landed them the following day at Rhodes. I left Cyprus on the 9th for Beyrout, where I arrived on the 10th; left again on the 12th for Jaffa, and arrived on the 13th; touching at Sidon a few hours on my way. We have a consular agent and two missionary families there.

I left Jaffa on the 17th for Alexandria, and arrived on the 18th; left Alexandria again on the 25th for Tripoli, where I arrived May 1st; only stopping a few hours, and leaving again on the same day for Tunis, where I arrived on the 3d; left Tunis again on the 7th for Algiers. At Algiers, learning that we should be quarantined in any Spanish port, I left on the 13th for Port Mahou, where we arrived on the 14th, and rode out three days' quarantine.

I left Port Mahou on the 23d for Carthage, where I arrived on the 25th; stopping there one day, left again for Malaga, and then proceeded to Gibraltar on the 30th, arriving the same day. I left Gibraltar June 5th, and ran into the bay of Tangiers; but finding it impossible to land, and imprudent to anchor, as it was blowing a strong gale of wind at the time, I shaped my course for Cadiz, which I reached the same day, and left again on the 9th for Lisbon, where I arrived at 11 p. m. of the 10th instant.

Most respectfully, your obedient servant,

J. H. STRONG,
* Captain.

Rear-Admiral L. M. GOLDSBOROUGH,

Commanding United States European Squadron, Lisbon.

Visit of Commander Jeffers to Candia in the United States steamer Swatara.

UNITED STATES FLAG-SHIP FRANKLIN, (1st rate),
Off Copenhagen, Denmark, September 20, 1867.

SIR: In my despatch No. 14 I had the honor of informing the department that the Swatara, Commander Jeffers, had been ordered to Candia, &c., and enclosed a copy of my instructions to him.

I have now the honor to forward copies of two communications received from Commander Jeffers, dated respectively August 19th and 30th, which I am sure the department will consider interesting.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral Commanding European Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER SWATARA,
Canea, Candia, August 19, 1867.

ADMIRAL: I have the honor to report my arrival at this place. I find that we have no interests whatever in this island, there being no American residents, nor trade. The few Cretan products exported to America go from Smyrna. The consul states that the insurrection remains in about the same state as for the past year, but that there is a prospect of its becoming more formidable after the women and children are removed, and the whole male population, thus disencumbered of their support and maintenance, left free to prosecute a guerilla

warfare indefinitely, hoping intervention. The French, Italian and Austrian ships and a little Prussian gunboat are actively engaged in this work with the connivance but not the assent of the Turks. The consul is warmly in favor of the Greeks, and related to me various instances of Turkish barbarity. These do not surpass, however, the tales told by the English and other persons inimical to us relative to the conduct of our late war, and by no means equal to those published by themselves of the conduct of the British troops in India. They are, unhappily, necessary incidents in the prosecution of all wars. Although my sympathies are excited in favor of this suffering population, I do not consider it consistent with neutrality to take part in this exodus, and shall therefore be content to observe events. The consul informs me that when the *Canandaigua* was here the Pasha pointedly failed to return the call of her commander, having gone over to Suda and called on all the other commanders, supposed to be occasioned by pique, Captain Strong having, in his interview, made a request to be permitted to carry off non-combatants; also, the subscription raised in America for the Cretans, all of which was delivered by running the blockade. He has a further grievance relative to the arrest of his cheons, which has been referred to Constantinople and our minister. Under these circumstances he has no intercourse with the authorities, and of course thinks his position would be strengthened by my not calling on the Pasha, to which I have acceded.

* * * * *

Syra is a central point in the levant to which all communications should be sent. There is weekly or semi-weekly communication with all the islands, Constantinople, Smyrna, and Alexandria. Malta has little communication except with Egypt.

There is no cholera in any port of the Levant or in Egypt.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS,

Commander.

Admiral D. G. FARRAGUT,

United States Navy, Commanding European Squadron.

UNITED STATES STEAMER SWATARA,
Piræus of Athens, Greece, August 30, 1867.

ADMIRAL: After several days stay at Canea, where I lost an anchor in the rocky bottom, I went around to Suda bay, where the Turkish fleet was lying. I was immediately visited and tendered the usual offers of service on the part of Admiral Vizzim Pasha, commanding the Turks, and Vice-Admiral Fual Pasha, of the Egyptian contingents. When I made the return visit Vizzim Pasha was absent, but I had a conversation with Ali Bey, captain of the iron-clad *Ismanie*, the flag-ship, relative to the state of the island. He speaks English fluently, and has spent some time in the United States. He said that the insurrection as an organization was completely put down, but that owing to the difficulties of the country a guerilla warfare might be continued indefinitely, or as long as they received external aid. I made inquiries relative to the removal of families, to which he replied that it was not with the consent of the government or commander-in-chief, but that they were forced to connive at the action of the French, Russians and Italians, and spoke with great bitterness of their interference. He asked me if I intended to join them, to which I replied that if permitted to embark refugees in any open port with the consent of the government, and the interests of humanity would be furthered thereby, I should do so, but that I did not intend to infringe the strictest neutrality. He thanked me and stated that the sufferings of the unfortunate Cretans were largely

due to those who had drawn crowds of women and children to the sea-shores under expectations of immediate transportation to Greece, which expectations the vessels were unable to meet, and some remained weeks before any opportunities offered. That it was not true that these people were driven from their homes for the purpose of forcing them to emigrate. That, on the contrary, their removal would undoubtedly prolong the insurrection, and was in opposition to the views of the authorities. He admitted various barbarities, which he attributed to the fact that this was a religious as well as a civil war, and Cretan Musselmén, who had private quarrels to avenge, took advantage of this opportunity. That the Musselmén villagers burned the houses of their neighbors, and the Christians retaliated, and thus nearly all the villages were destroyed. That great numbers of Musselmén, and also Christians, were rationed by the Turkish government. When my call was returned he informed me that the admiral directed him to express his thanks for my expressed intentions.

* * * * *

I came over to the Piræus. When I called on Rear-Admiral Simon (French) he informed me that he had received orders to suspend transportation. In reply to my inquiries he stated that he did not consider that the position of the Cretans was ameliorated by throwing them on the shores of Greece. All were women and children absolutely without resources; many without decent clothing. The Greek people were poor. The Greek government was poor; that so many had been brought over and distributed among the sparse population of Greece that there was neither shelter, clothing nor food for more.

Commodore Bontakoff, who has just come in with some 1,400 refugees, in two ships, informs me that there are some 8,000 to 10,000 persons near the shores awaiting transportation.

Rev. Dr. Hill, of Athens, who is a member of the Cretan Aid Committee, states that at the present rate of expenditure, about half a franc per head, the fund for the relief of refugees will be exhausted in ten days, and that he has notified the government that it must then furnish funds. The number receiving relief is about 26,000. It will then be seen that it is difficult to decide between the two shades of misery to which they are exposed. So far as I have been able to sift the very contradictory statements made to me, the following appear to be the facts of the case. The insurrection in Crete was fomented and is kept alive entirely by the aid of the government of Greece—perhaps supported pecuniarily by the Russian government. They are so far engaged in it, both as a people and a government, that a failure to insure the success of the insurrection would bankrupt the entire country, and perhaps create a revolution at home. Hence their persistence against all hope unless aided by foreign intervention. Many of the best officers of the Greek army are or have been on leave of absence in Crete, and some thousand (8,000) volunteers have openly gone there. Most of these officers and men have returned, satisfied that the insurrection has simply degenerated into a very desultory guerilla warfare, in which, while the Turks suffer continual losses, no real impression is made by either party.

Major DeKay, a young American here in hospital, wounded by an accidental discharge of his own gun while in Crete, informs me that the fighting is the most ridiculous thing in the world; that he has never seen a party of either side within a thousand yards of the other; but as the Turks move in masses and are the attacking party, they of course in the defiles and difficult passes of the mountains suffer some loss. Great hopes are based on the Turkish losses by sickness produced by heat, want of water and food, and fatigue, wearing them out. These losses are no doubt great, as the numerous hospitals show. DeKay informed me that the Cretans aid natural causes by destroying most of the wells, and poisoning such as are not filled up.

I had heard this from other sources, but had given it little credit as one of

those vague ideas not capable of being carried out, until I heard his circumstantial accounts. It appears that they have a bush, the branches of which when thrown into water poison or stupefy fish, causing them to rise to the surface, but does not injure the flesh. This water produces sickness when drunk by men. I can readily conceive this to be true, as I have frequently, when in Central America, taken fish from a deep pool by bruising the bark and small branches of a small tree resembling the holly, then sinking them to the bottom with a stone. In a few minutes the fish come to the surface, darting about as if they were intoxicated, and soon turn belly up, stupefied, and are easily caught.

There is a revolutionary committee in Athens which aids the Cretans in every way, and has organized an outbreak in Thessaly and Epirus, but waits until a fairer opportunity is offered.

* * * * *

I shall leave here to-morrow for Syra and thence to Smyrna, touching at various points on the way. I have informed Mr. Morris of my presence in these waters.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Commander United States Navy.

Admiral D. G. FARRAGUT,
Commanding European Squadron.

Reception of Prince Alfred, of Great Britain, at Rio de Janeiro, by Rear-Admiral S. W. Godon.

SOUTH ATLANTIC SQUADRON,
UNITED STATES FLAG-SHIP BROOKLYN, (2d rate),
Harbor of Rio de Janeiro, July 26, 1867.

SIR: The arrival here of her Britannic Majesty's steam frigate Galatea with his Royal Highness Prince Alfred, Duke of Edinburgh, on board, has been the occasion of considerable excitement, and happily has called forth a general display of good feeling, in which the representatives of the various foreign navies largely participated.

The Galatea had been expected for some time with Prince Alfred in command, but until he arrived off the mouth of the harbor it was not known that he would hoist the royal standard.

So soon, however, as it was seen, Admiral Ramsay notified me of the fact. I at once followed his movements, and with him and all the foreign men-of-war present, manned yards and fired a royal salute.

On the Prince dropping his anchor, I with the other admirals called in full uniform to welcome him in port, and was received by him at the gangway, and presented by Admiral Ramsay.

The following day the Prince was received by the Emperor, and as he passed to the shore in his barge with the royal standard flying, he was again saluted by all the fleet with yards manned, &c.

The second day after his arrival, the Prince, as captain of the Galatea, returned the visits of the admirals, and requested that I would assist him in receiving the Emperor of Brazil, who was to visit his ship in state and to dine with him on board.

Salutes were fired and yards manned as the Emperor passed the various vessels.

The dinner proved a most agreeable occasion for the expression of good feeling among the foreign representatives afloat.

The British minister was the only diplomat present.

The dinner of the Prince was followed by a ball given in his honor by the British residents of Rio, and a dinner at the Emperor's palace at San Christovao, at both of which I was present, and was thereby enabled to establish more firmly those feelings of friendship now so happily existing between the two nations.

The Prince sailed on the following day, and as he steamed out of the harbor yards were manned, and a royal salute was again fired by the various flag-ships present.

A message of thanks from the British admiral for the part taken by the Brooklyn in the naval ceremonies induces me to give the department this notice of the matter.

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

S. W. GODON,

Rear-Admiral Commanding South Atlantic Squadron.

Hon. GIBRON WELLES,

Secretary of the Navy, Washington, D. C.

Visit of Commander Shufeldt in the United States steamer Wachusett to Chifu and Corea.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate,)

Hong Kong, China, February 16, 1867.

SIR: In my despatch numbered 65, series of 1866, and dated December 27, 1866, I informed the department that I should send Commander Shufeldt in the Wachusett to Chifu and Corea, to investigate the circumstances of the loss of the American schooner General Sherman, and the fate of the people on board of her.

I have now to submit to the department that Commander Shufeldt reached Chifu on the 14th January last, and having secured the services of the Chinese pilot who was in the General Sherman a few days before her loss, and also of Reverend Mr. Corbett, an American missionary, to act as interpreter, left there on the 21st for the northwest coast of Corea, in compliance with his instructions, which were to demand of the chief authorities at the Ping-Yang river to deliver on the deck of the Wachusett such of the unfortunate men of the schooner General Sherman as may have been spared, whether they were American, Portuguese, British, Malays, or Chinamen; and to make such further investigation of the case as was practicable.

Commander Shufeldt has performed that service with commendable zeal, intelligence, and celerity. His report, marked A, herewith enclosed, confirms the rumors of the wreck of the schooner General Sherman and of the burning of that vessel in Ping-Yang river; and of the murder of all on board of her, numbering twenty-seven persons, by the Coreans. The enclosed paper, marked B, is copy of letter addressed by Commander Shufeldt to the King of Corea; C, is memorandum of interview with Corean official; D, memoranda regarding the wreck of the General Sherman, and of the natural history of Corea.

In conclusion, I beg to suggest that until the government takes efficient action on this case, our countrymen lawfully navigating the seas adjacent to Corea will be in peril of life and liberty of person from the barbarities of the people, and the authorities of that country who aim at the exclusion of strangers. No surveys of that part of the coast have been yet made, and Commander Shufeldt employed the four days he was waiting to hear from the King in making a partial survey of the entrance to the Ta-tong river, which lies in latitude 38° 04' north, longitude 124° 50' west, (the chart of which, marked E, is herewith

enclosed,) and about fifty miles to the southward of the Ping-Yang river, which the pilot did not consider it safe to approach in the winter months

As soon as winter breaks up, and I have a gunboat to spare, I shall have that part of the Corean coast examined, pending the decision of the department.

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

H. H. BELL,

Rear-Admiral Commanding U. S. Asiatic Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

A.

UNITED STATES STEAMER WACHUSETT,

At sea, January 30, 1867.

SIR: I have the honor to report that this ship anchored on the west coast of Corea, latitude 38° 04' north, longitude 124° 50' west, near the mouth of the Ta-tong river, on the 23d instant.

The Ping-Yang river is the one up which the schooner General Sherman went and was destroyed. This river enters the sea fifty miles to northward of the above position, a fact which I could not positively ascertain until our arrival somewhere on the Corean coast; but as we found, on survey, the Ta-tong river to be frozen, and as our Chinese pilot, a man of unusual intelligence and for twenty years a trader on this coast, expressed decided reluctance to take the ship to the mouth of Ping-Yang at this season of the year, I determined to attempt some sort of official intercourse from our anchorage, more particularly as the Heen city of Chang-Yuen was said to be about midway between these two rivers. There are no official cities on the seaboard of the west coast; we found, however, quite a number of fishing villages, and after some unsuccessful efforts, the chief of one of these on Nien-Fo, or Cow island—near which we subsequently anchored—was induced to send a messenger with a communication to the King of Corea, accompanied by a letter to the official of Chang-Yuen. In the meanwhile we endeavored to cultivate friendly feelings with the natives. They seemed to be kindly disposed, but in great dread of their government, and came as little in contact with us as possible.

Apparently they are a rude and barbarous people—unarmed—and the seaboard entirely defenceless. We saw no iron in use; the boats are fastened with wooden pegs, or lashed with coarse seaweed cordage.

They spoke with great reserve when questioned in reference to the General Sherman, but every one of them told the same story—which they said was known all over the country—viz: that the vessel was burned last September up the Ping-Yang river, and all of her people, amounting to twenty seven persons, were killed in a *melee* on shore by the natives, and not by order of the mandarins.

There remains no reasonable doubt of these facts, and no doubt whatever of the locality of that disaster.

Our messenger was sent on the morning of the 24th instant, and was to have returned within two days, but up to the evening of the 29th he had not made his appearance. On the morning of the 29th however, an officer who said that he came from Hae-Chow Poo, the capital city of the province, fifty miles up the Ta-tong river, was brought on board in one of our own boats, for which they had signalled from the shore, and the interview with him carried on by writing in Chinese resulted in an unsatisfactory manner, as by a memorandum herewith enclosed.

I have no doubt that this man lied systematically from the beginning to the

end of our interview, and that he was either the governor of Hae-Chow-Poo, or some high officer in his confidence. My communication to the King had probably gone to him, as the official superior of the mandarin at Chang Yuen. In all probability, too, it went and perhaps will go no further; at all events, it soon became evident that this officer was utterly beyond the reach of reason or argument, and furthermore that I need not expect any more intercourse with or through the natives at that point. His presence seemed to inspire the greatest dread, and I fear very much that both our old chief and the messenger, his son, have by this time paid for their friendship towards us by the loss of their heads.

The manner of this officer was haughty and imperious, and he presented in his person the most perfect type of a cruel and vindictive savage. The latter part of our interview was carried on on the island, and seeing how fruitless it was growing I determined to leave him abruptly, with the impression upon his mind that the result of the conference was not at all satisfactory, and that probably it would not be the end of the investigation.

I had earnestly hoped to have found some peaceable and satisfactory solution for the Sherman affair, and even to have discovered some of her crew still living; it is therefore with great personal regret that I have to report a different result.

* * * * *

Very respectfully,

R. W. SHUFELDT,
Commander United States Navy.

Rear-Admiral H. H. BELL,
Commanding Asiatic Squadron.

B.

[Translated from Chinese document, a copy of which is attached to this.]

UNITED STATES STEAMER WACHUSETT,
WACHUSETT BAY, NEAR MOUTH OF TAI-TONG RIVER,
January 24, 1867.

The commander of the American armed vessel Wachusett sends greeting to the presiding officer of the district of Chang-Yuen-Heen, and wishes to inform his excellency that he has come to the borders of Corea not to engage in war nor any unlawful business, but is anxious that harmony and peace should continue as heretofore between America and Corea.

He respectfully requests that you forward the accompanying document to your King with all due despatch.

It is hoped that the answer to the accompanying document will be returned without delay, that he may depart in peace from where he is now lying at anchor in the harbor of Ta-fung.

[Translated from Chinese document, a copy of which is attached to this.]

UNITED STATES STEAMER WACHUSETT,
WACHUSETT BAY, NEAR THE MOUTH OF RIVER TAI-TONG,
January 24, 1867.

To his Majesty the KING OF COREA :

The commander of the American armed vessel Wachusett begs to inform your Majesty that he has come to the border of your kingdom not to engage in war nor any unlawful business, but in obedience to the command of the officer commanding the armed vessels of America stationed in these seas, who has heard

with great pleasure and thankfulness of the kindness of your Majesty's officers and people to the shipwrecked crew of an American vessel in the month of June last, on the west coast of Corea : how your Majesty had them transported to the confines of China, from whence they safely reached their friends. The whole American people cannot but feel thankful and praise your nation for this act of kindness and brotherly love.

The officer commanding the armed vessels of America has since heard with pain and surprise that the people of another American vessel, wrecked in the Tai-tong river, in the province of Ping-Yang, in the month of September last, were all put to death and the vessel burned, and has ordered me to ask of your Majesty if this is true, and if true, to ask of your Majesty what evil these people had done that they should be made to suffer such cruel treatment.

But if any or all of these people are still living, the officer commanding the armed vessels of America has directed me to ask of your Majesty that they may be delivered to me on board the Wachusett, now lying in the harbor of Ta-Fung, near the Neu-to islands, or at any more convenient port your Majesty may select.

This is especially desired, that the peace and friendship which has hitherto been uninterrupted for many years may still continue between America and Corea.

A speedy answer is requested to this communication, in order that I may depart in peace.

C.

Memorandum of an interview between Commander R. W. Schufeldt, of the United States steamer Wachusett, and a Corean official from the district city of Hae-Chow-Poo, on the Tai-tong river.

AT NEU-TO ISLAND,
January 29, 1867.

Commander Shufeldt. Where are you from and on what business have you come ?

Corean official. My name is Le-Ke-Yung ; I reside in the district of Hae-Chow, at Kee-Chen (village ;) where I am the ruler ; I have come to see your ship.

Commander Shufeldt. This vessel came here January 24th. and sent a letter by the people of Neu-to island to the officer of Chang-Yuen-Heen, accompanied with a communication to the King, from which no answer has yet been received. Do you know anything about this ?

Corean. I know nothing about it whatever. On what business have you come ?

Commander Shufeldt. An American vessel was wrecked in the Ping-Yang river in the month of September, and it is reported that this vessel was burned and all on board put to death by the Coreans. I have come to investigate this matter, and have sent a despatch to the King to inquire whether the report is true or false, and whether any of the people are still living.

Corean. How many li is it to your country ? As it does not become your excellency to remain long at this place, I earnestly hope you will depart speedily and return to your own country.

Commander Shufeldt. The ship is merely awaiting an answer to the despatch.

Corean. You ought not to delay, but leave at once.

Commander Shufeldt. Have you heard or do you know anything about the ship that was wrecked ?

Corean. I know nothing about it whatever. I only hope you will immediately leave and return to your native country.

Commander Shufeldt. I am anxious to depart speedily, but I wish first to ascertain the truth about the ship wrecked in the Ping-Yang river. No answer has yet been received.

Corean. I do not know whether this report is true or false. Do not delay; but leave at once; by so doing your honorable country will have great praise.

Commander Shufeldt. What objection can there be to our waiting? If I am obliged to leave without an answer to my despatch, many more armed vessels will return to your country.

Corean. To return with many armed vessels would be exceedingly unjust. To return to your own country would be praiseworthy.

Commander Shufeldt. To allow your country to murder our men without cause or provocation cannot be passed over uninvestigated.

Corean. I do not know anything about this business.

Commander Shufeldt. If you know nothing, I have nothing more to say to you.

D.

Memoranda.

UNITED STATES STEAMER WACHUSETT, WACHUSETT BAY,
MOUTH OF TAI-TONG RIVER, COREA,
January 25, 1867.

Coreans report abundance of gold in the mountains. Chang-Yuen is thirty miles from the sea.

Ping-Yang will not be clear of ice for two months. This ship cannot ascend more than half way to Ping-Yang-So at any time. You carry five fathoms at low water over the bar, and about that water thirty miles up. The pilot has been no further. The town of Ping-Yang-So is the only one of importance on the river. Rise of the tide about eighteen feet.

The people here (Ta-tong) all say that the crew of the General Sherman were all murdered by the people on the river, and not by order of the mandarins.

The Coreans report that the Chinese descend upon this coast in junks and rob the inhabitants. Last year six young men were killed by these plunderers on the island of Neu-to, opposite our present anchorage.

The head men of two villages have stated that the General Sherman was burned in the Ping-Yang river in the month of September last, and the officers and crew, consisting of twenty-seven persons, were murdered by the people, and not by order of the mandarins. This fact, they state, is known all through Corea.

The gold reported is said to be abundant in the mountains south of Ta-Tung, on the coast, and is found among the rocks, but the natives have no tools by which it can be extracted.

The Ping-Yang river is reported by the natives as inaccessible at this season of the year on account of ice, and cannot be entered till about the 1st of April.

The city of Hae-Chow-Poo is fifty miles up the Tai-tong river. It is the district city of this province, and is said to be quite a large town.

The Coreans say that ten of the crew of the Sherman were Canton Chinamen, and that these people have been in the habit, for years, of coming to this coast to rob and plunder, to the great dread of the whole seaboard. This is confirmed by our pilot.

Mr. Hogarth, an English subject on board of the Sherman, was known

throughout China for his reckless character; and his acquaintances suppose that if riot occurred, he would be very likely to be one of the means of causing it.

The Wachusett is the first foreign vessel of any description that ever anchored on that part of the Korean coast.

Report of an examination of the harbor of Port Hamilton, (Corea,) Chinese waters, by Commander Shufeldt, in the Wachusett.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate,)
Hong-Kong, China, February 16, 1867.

SIR: I have the honor to inform the department that, in connection with the visit of Commander Shufeldt to Corea, for the purpose of inquiring into the outrage upon the people of the General Sherman, I directed him to examine into the advantages and capabilities of Port Hamilton, (Nan-Hoo,) situate among the islands to the southward of Corea, and belonging to the King of Corea, as a rendezvous and sanitarium for this squadron, and also as a harbor of refuge, in times of danger, for American commerce in those seas.

By the report of Commander Shufeldt, herewith enclosed, marked A, it will be seen that this harbor possesses many natural advantages, and it would be very valuable as a base in any operations against the Coreans.

Its central position with regard to the northern ports is, as I informed the department in my despatch No. 63, of December 14, 1866, one of its most important advantages, being 150 miles from Nagasaki, 240 from Van Dieman's straits, 180 from the straits of Simonasaki, 300 from the mouth of the Yang-Tze river, 360 from Shanghai, 390 from Ning-po, 315 from the Shantung promontory at the entrance to the gulf of Richili, 350 from Chifu, and 350 miles from the mouth of the Phien-Yang river, the scene of the disaster to the General Sherman.

I also enclose, marked B, an interesting descriptive sketch of Port Hamilton, made by Mr. Albert S. Bickmore, a naturalist from Boston, who was on board of the Wachusett.

The possession of so small a place does not indicate the least ambition for territorial aggrandizement.

Plans of this harbor are among the charts in the department.

The Wachusett is now in the Yang-Tze river.

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

H. H. BELL,

Rear-Admiral, Commanding U. S. Asiatic Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

A.

UNITED STATES STEAMER WACHUSETT,
At sea, February 3, 1867.

SIR: I have the honor to submit the following report upon the Nan-Hoo islands, (Port Hamilton,) visited by this ship in obedience to your order of December 27, 1866.

These islands seem to have attracted the attention of English naval authorities as early as 1845, since which time they have been twice surveyed; and, certainly, as a naval depot for any power they merit attention.

For the hydrographic character of the port I refer you to the published plan of the harbor, adding only that the holding-ground is excellent, and that although

there is a rise of eleven feet tide it produces no perceptible current. The entrances are at right angles to the basin, thus forming a land-locked harbor capable of containing a navy, and from its shelving shores and smooth water offering every opportunity for repairs, &c. In their physical construction the islands form a large natural fort, with sides on the sea, nearly perpendicular, from one hundred to two hundred feet high, afterwards rising to peaks of six hundred to eight hundred feet, then gradually sloping inward to the basin in the centre. On the outside the water is deep, and steep to, affording no anchorage, except on the northern face, where the hills are more sloping, and shoaler water is obtained.

In a military point of view, if an insular post can be made inaccessible to an enemy, this certainly presents the most favorable qualifications. The islands are, in fact, two Gibraltors on a small scale, facing each other, and guarding the harbor between them.

As a sanitarium, in addition to their position, the fact that the islands separate both at the southern and northern points must give a constant current of cool breezes in the summer, which, for the very same reason, or rather for the reason that there are no other openings, are protected in winter from the cold northwest and northeast winds. We found the thermometer at thirty-nine degrees on February 1st, though we came in from sea in a very cold northeast storm of snow squalls. Geographically, as the islands are evidently volcanic, they possess a fertile soil, about two-fifths, however, capable of cultivation only. Wheat and millet are the principal products. The winter wheat was just becoming green when we were there, showing a state of the season about equal to the same latitude in our own country.

The inhabitants live in four villages of about five hundred souls each. Their occupation is agriculture, with a little fishing. They are a rude, barbarous, but not unfriendly, people. The islands afford them all they need, but are not capable probably of doing much more. They have no animals of any kind for food, neither bullocks nor sheep, though both would thrive upon the hillsides. Water is scarce; there are but two rivulets, and they depend entirely upon the rains to fertilize their crops.

The government is patriarchal, the oldest men being the heads of the villages, and each village being distinct from the others; but they pay their taxes annually by sending to their "Heen" city, which they call Khang-Tsin, distant two hundred miles by water, and which is probably Chosan,* on the main land.

These islands belong to Corea, and the people resemble in every respect the Coreans we saw at Ta-tong.

Our intercourse with them at both places was by writing Chinese, which the more intelligent men could do readily, although none of them could speak it. They say that they have no written Korean language.

A few Chinese gardeners, and a stock of cattle imported from California or Japan, would soon furnish all the vegetables and stock required for a naval station; and water, the scarcity of which we noticed particularly in the driest season, could be easily remedied by a small condensing apparatus.

One is impressed with the beauty of Nan-Hoo, even in winter, and fancies he would reluctantly be would leave them for the intense heat and sickly climate of the coast of China during the summer months.

I am, sir, very respectfully,

R. W. SHUFELDT,

Commander, Commanding U. S. Steamer Wachusett.

Rear-Admiral H. H. BELL,

Commanding United States Asiatic Squadron, &c.

* Chosan is only one hundred and ten miles distant, and is held by the Japanese. Khang-Tsin is probably the king's capital, on the Seoul river, which is about two hundred miles distant.—H. H. B.

B.

A descriptive sketch of Nan-hu, called by the English surveyors Port Hamilton.

Nan-hu is the name of a small group of islands in the archipelago that surrounds the southern end of the peninsula of Corea. It is situated in latitude $34^{\circ} 1' 23''$ north, longitude $127^{\circ} 20' 15''$ east. It is composed of two long, narrow, and one small, triangular, islands, which together enclose a basin one mile wide and two long. This basin is accessible for ships only through two channels on its southeastern side. On its northwesterly side it is also open to sea for ten cables' length, but a shallow bar prevents any but small boats from passing through, and at the same time breaks up all swell rolling in from the ocean. On the outside, these islands rise up abruptly from a depth of twenty to thirty fathoms, and form perpendicular rocky precipices for one and two hundred feet above the level of the sea. From the edges of these precipices they continue up at the steep angle of 35° to a sharp ridge, that has a more gentle declivity down the inner side, or towards the centre of the basin. This is more clearly seen in the accompanying vertical section *a b*, which passes through the highest hills on the two principal islands, in a due easterly and westerly direction. The point *C* is, according to my barometer, 803 feet above half-tide level.

In short, the whole is, in my opinion, merely the top of an old extinct volcano, which is now nearly submerged by the sea; and the basin, where ships at present anchor in ten and twelve fathoms of water, was once an active, burning crater.

This assumption is strengthened by the structure of Quelpart, which, although thirty miles long and eighteen wide, is wholly formed of the cone and flanks of a single volcano now apparently inactive. On its flanks are scores of minor cones, in each of which the eruptive force has found vent for a time, and this becoming clogged up, it has broken out in some other place to form another similar elevation.

From a single position I counted forty-six of these miniature volcanoes. Their sides are as smooth and regular as if graded by art, and on the tops of those near the sea, square, bastion-like lookouts inform the people of approaching danger.

Montressor island, as we saw it in the distance, has exactly the outline of a volcano with a considerable crater, and probably a large part of the whole Corean archipelago will prove of plutonic origin, like many of the neighboring islands of Japan.

On account of the steepness of the outer flanks of these mountainous islands, only their inner declivities, or those that surround the basin, can be brought under cultivation. The parts that are thus improved form about two-fifths of the whole area. They are divided into rectangular patches, which extend two-thirds the way up the mountain sides, and are already green with wheat that was sowed last autumn. There is but little that can be called terracing, such as seen in China and Japan, and consequently no artificial irrigation; yet the people fish but little, and appear to rely chiefly on their crops, which they say only "sometimes suffer for want of water."

The soil is a fine dark loam, and appears extremely fertile. They raise wheat, kowliang, (a large species of millet, common in the north of China,) and some cotton.

They have no cattle, horses, sheep, or goats; yet I am confident the small cattle on the promontory of Shantung would thrive well here, and perhaps the better breeds that could be imported from California and Australia. Large flocks of sheep and goats would find plenty of the richest pasturage on the declivities that are too steep for cultivation; and good breeds of both of these animals are common in the same latitude in China.

They keep hens, but no ducks or geese, though they have every facility for raising the latter, but not the inducement of a ready market.

The only trees I passed on my way to the peak were a few small pines, and the only shrub that grows on the mountain sides is a camellia, bearing a rich, dark crimson flower.

In general, the climate and vegetation may be considered quite like that of southern Japan, and all the many kinds of vegetables and fruits that are raised there may, no doubt, be as successfully cultivated here.

Many kinds of fish could probably be taken in the immediate vicinity, but no men were out fishing when we were there, though the next day we passed several boats off Quelpart.

In the basin and along the outer shores the sea has a bluish tinge, and is remarkably pure and sparkling.

The islands being separated on the northwest and southeast, breezes from the sea have free access into this basin, and must render the air cool and healthy in summer. This, with its isolated position, and its latitude, make it an admirable location for a sanitarium, and I suspect that the southern or inner side of the eastern island would prove the most healthy place, if there is any difference.

The inhabitants live in four villages, two on the eastern and two on the western island. They informed us they number four hundred families, and reckoning five persons to a family this gives two thousand as the total population—a rather low estimate.

Their villages are very compact, and each house is surrounded by a thick, high wall of small stones, laid up without clay or cement. A door is made in this wall, and a small house built near it, together making a kind of little "compound," as private grounds are called in the east, when enclosed. Their houses are all very low, and have walls built of small stones, or a framework of wood, with the interstices plastered with clay. The roof is a coarse thatching of straw, fastened down by straw ropes, which cross each other at right angles. The rooms have wooden floors, but are so low one cannot stand up in them. Through the open doors, and a few small paper windows, a scanty light is admitted, sufficient, however, to show a complete want of any kind of furniture. In front there is generally a rude piazza, where the people seem to pass most of their time when at home.

They dislike to have foreigners even enter their grounds, and when the mag-nates of the several villages gave Captain Shufeldt an audience, we had to sit down on mats of coil and straw, while they ranged themselves around us in a semi-circle, in true Indian style. During this interview they brought us a fiery fermented liquor, probably made from their millet or wheat. The official who poured it out invariably tasted it before offering it to any one, to show us, as we thought at first, that it contained no poison, but after he must have satisfied all on that point he was careful not to desist. Instead of cakes to eat with this wine, they brought us a kind of dried sea-weed, which completed the list of refreshments, and shows what these people esteem special luxuries.

Their streets are merely narrow paths, very crooked and abominably filthy. Indeed, the whole appearance of their houses and villages bespoke a degree of poverty and wretchedness surpassing anything commonly seen in China.

They all dress in white. The men wear their hair combed up and twisted into a kind of knot on the top of the head. The women part theirs in the middle and braid it behind. They wear no ornaments, and are more filthy and stupid than the men.

All our conversation with them was carried on by writing in Chinese, but they speak a different language. They stated they are subjects of Corea, and belong to the bilu district of Khan-tsin, (Chosan.) The officials wore the thin

black Korean hat, with a conical crown and broad, straight brim. One dignitary only had on a straw hat, of a hemispherical form, full two feet across.

In regard to their religion, we were only able to learn that they worshipped "idols of clay," and I suspect that, like the Chinese, their ideas on this subject are very indefinite. They bury their dead in mounds, frequently high up among the mountains, and, like the Chinese, seem to prefer the head of a valley, or a place sheltered from "the evil influences" by hills on the right and left, that rise somewhat higher than the spot where the body is interred. On the northerly end of the western island there is a considerable cemetery, and near the centre a stone slab stands in front of a mound. The upper part of this slab has a slight prolongation to the right, a corresponding one to the left, and one upward, so as in some degree to resemble a cross. It is covered with Chinese characters. In front of this slab, and at a distance of ten feet on either side, there is a small, square, rudely carved idol. These may have been intended for images of Buddha, but such a custom I have never seen in the many countries I have visited during my long journeys in China. A little further in front, and a little further to the right and left, there rises on either side a small stone column. This is a common custom throughout the celestial empire.

Skirmish with the savages of Formosa, by Rear-Admiral H. H. Bell, in the Hartford and Wyoming.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate.)

Shanghai, China, June 19, 1867.

SIR: I have the honor to report to the department that in accordance with my instructions, No. 46, current series, under date of 3d June last, I left Shanghai on the 7th instant, in the Hartford, accompanied by the Wyoming, Lieutenant Commander Carpenter commanding, for the south end of the island of Formosa, to destroy, if possible, the lurking-places of the band of savages inhabiting the southeast end or point of that island, and who murdered in March last the shipwrecked officers and crew of the American bark Rover. On the 10th of June, on the passage down, I directed Commander Belknap of the Hartford to have forty sailors armed with Plymouth muskets and forty with Sharp's rifles and all the marines, with five howitzermen; and Lieutenant Commander Carpenter of the Wyoming to have forty Sharp's rifles and her marines all properly officered ready to land, provided with forty rounds of ammunition and four days' rations and water; in all one hundred and eighty-one officers and privates. The service cannot show a better drilled body than these. I stopped on the 12th instant at Takao, on the island of Formosa, to obtain an interpreter, and Mr. Pickering, a Scotchman, who had seen much of the natives, volunteered his services; they were accepted, he declining pay. I also received as my guests Mr. Taylor, a merchant at that port, and her British Majesty's consul Charles Carroll, esquire, who humanely sent out messengers to communicate with the savages, with offers of ransom for all the survivors, if any remained, of the unfortunate crew of the Rover, and afterward went himself in the British gunboat Cormorant, Commander George E. Broad, to the bay in question, and was fired upon, when attempting to land there. These gentlemen having expressed a desire to be of the expedition, next morning, June 13, at half past eight o'clock, we anchored within a half mile of the shore, on the southeast side of the large open bay indenting the south end of Formosa, a somewhat dangerous exposure at this season of typhoons, though a perfectly safe and convenient anchorage during the northeast monsoon, from October until May. The landing of one hundred and eighty-one officers, sailors, and marines, provided with four days' rations and water, was made at half past nine

o'clock, under the command of Commander G. E. Belknap of the Hartford, accompanied by Lieutenant Commander Alexander S. Mackenzie, fleet lieutenant, a second in command, who earnestly sought to go on the expedition. Soon after we anchored, the savages, dressed in clouts and their bodies painted red, were seen, through our glasses, assembling in parties of ten or twelve on the cleared hills about two miles distant, their muskets glistening in the sun, indicating the kind of arms they carried; their movements were visible to us on board during the most of the day. As our men marched into the hills, the savages, knowing the paths, boldly decided to meet them, and, gliding through the high grass and from cover to cover, displayed a stratagem and courage equal to our North American Indian. Delivering their fire they retreated without being seen by our men, who, charging upon their covers, frequently fell into ambuscades. Our detachments pursued them, in this harassing manner, out of sight of the ships, until two o'clock p. m., when, having halted to rest, the savages took the opportunity to creep up and fire upon the party commanded by Lieutenant Commander Mackenzie, and that officer, placing himself at the head of the company commanded by Lieutenant Sands, daringly led a charge into the ambuscade that was laid for them, and fell, mortally wounded by a musket ball, and died while being carried to the rear. The navy could boast no braver spirit and no man of higher promise than Lieutenant Commander S. Mackenzie. He was distinguished for professional knowledge, aptitude and tact, and suavity of manners which inspired the confidence and affection of the men, while his impetuous courage impelled him along to seek the post of danger, where he was always seen in the advance, both a conspicuous mark and an example. Several officers and men having already experienced severe sun-strokes, and the command being generally exhausted and worn out by their efforts to get at the enemy during four hours' marching, Commander Belknap now thought it expedient to rejoin his picket on the beach, and, during this march of two or three miles, many of the men got into such a deplorable condition from the killing heat of the sun that the commander determined to return with them on board of the ship, which he reached about 4 p. m., after an exhausting march of six hours under the sun at 92°. That afternoon the fleet-surgeon reported the casualties of the day—1 killed, 14 sun-struck, 4 of them dangerously. No sailors, indeed no troops unaccustomed to bush life, ever displayed better spirit, but it was apparent that sailors are not adapted to that kind of warfare against a skilful enemy, and that they could be fitted for it only by a lengthened experience. These considerations, together with the prostrated condition of many of the men and officers from sun-stroke, and their inability to stand another such day, decided me not to land them again, particularly as they had already done all that was practicable for them, namely: burnt a number of native huts, and chased their warriors until they could chase them no longer, though at a grievous cost of life. Their coverts of green jungle and green grass, being fire-proof at this season, cannot be destroyed, as I had contemplated. I observed a bamboo hut on every clearing, and several buffaloes feeding in the distance, these indicating that the natives are not so wild and ignorant of human comforts as they have been represented. The only effectual remedy against the barbarous outrages on shipwrecked men by this tribe, who are not numerous, will be for the Chinese authorities on the island to occupy this bay with a settlement of their own, protected by a military force, which may be effected through the influence of our minister at Peking. Having accomplished all that was possible, I got under way at 9 p. m., and returning to Takao on the 14th instant, there buried the remains of the brave Mackenzie, with the prescribed honors, in the garden of the British consulate; Mr. Carroll, the British consul, having kindly proffered his garden for the grave, there being no public burying-ground at Takao. The consular flags and those of four merchant ships were worn at half-mast, and all the foreigners present joined in the funeral

procession. At 6 30 p. m. on the 14th instant weighed anchor, and arrived at Shanghai to-day, expecting to meet the gunboats coming out to this squadron. Please receive herewith the detailed report of Commander Belknap, marked A, with the reports of commanding officers of companies of the occurrences of the 13th of June, marked respectively B, C, D, E, also the report of Fleet-Surgeon Beale, marked F, as to casualties.

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

H. H. BELL,

Rear-Admiral, Commanding U. S. Asiatic Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

A.

Commander Belknap's report.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate,)

At sea, June 15, 1867.

SIR: In obedience to your instructions delivered on the 13th instant, concerning an attack upon the savage tribes living on the southern extremity of the island of Formosa, I proceeded immediately to carry them into execution, so far as the character of the country, the nature of its inhabitants, and the extreme heat of the climate would permit. On leaving this ship, on the morning of the date referred to, I directed Lieutenant Commander J. H. Read, with a company of musketeers, a squad of scouts armed with Sharp's rifles, commanded by Master N. M. Folger, and a portion of the Wyoming's detachment, under the command of Lieutenant G. D. B. Glidden, to land in one of the bays, about three-quarters of a mile to the eastward of the place at which I proposed landing, and, pushing forward through the jungle, to make for the hills bearing away to the westward, in order to flank the enemy and unite with the main body on the summit of the hill. I then pulled into the bay to the northward of the ship's anchorage, and effected a landing without opposition or difficulty, Lieutenant Commander A. S. Mackenzie of your staff being the first to jump on shore. The marines were immediately thrown out as skirmishers along the edge of the jungle which skirts the coast and reaches down to within a hundred yards of the beach, and after securing the boats and establishing a strong picket of seamen and marines, provided with a light howitzer to protect the flank, all under command of Gunner Cross of this ship, and Gunner Staples of the Wyoming, I moved on through the jungle toward the hills, to the right of the large black rock indicated in the accompanying plan.

This belt of jungle seems to be about a third of a mile in width, and the march through was very slow, circuitous, and toilsome. Now and then narrow foot-paths or trails would be entered, but they were soon lost in a thick undergrowth of prickly plants and runners, and low branches of a small species of banyan tree, and the men were obliged to force their way through as best they could.

As we emerged from the jungle we entered an open space of some ten acres in extent, with a few straggling huts and clumps of bushes scattered here and there over its surface. A little further on, the hills could be seen rising from the plain, broken into spurs with deep ravines between, filled with rocks and a thick growth of grass and small trees. Having examined the huts, they were fired, and the command pushed on up one of the hills to the right of the large rock marked in the plan. No enemy could be seen, except at a great distance on the crest of the hills about us and toward our right; but a scattering fire was suddenly opened upon us from an ambush just below the big rock. We fired a volley in return, and halting a few minutes under cover of some bushes, I divided the command,

directing Lieutenant Commander Mackenzie to remain quiet with his portion of the party until I could make a flank movement to the right, when, at a signal given by the drum, he would move on up the hill and rejoin me. In the mean time, Lieutenant Commander Read had landed with his detachment, and could now be seen on the hills on our right at a distance of about two miles, and an occasional fire of musketry was seen to open on the party from the hills above.

Lieutenant Commander Mackenzie having rejoined us at the base of the big rock, we kept on slowly up the hill, bearing away toward the right, receiving now and then a fire from the bushes in all directions, some shots close, others from a great distance. Fortunately the enemy fired too high, and most of the bullets passed over us. At one point a volley was poured into us at a distance of not more than a hundred yards, and Lieutenant Commander Mackenzie and Lieutenant Sands, advancing with a party of scouts, supported by the main body, charged into the ambush, but the wily foe had fallen back with wonderful rapidity, and made known their escape by loud halloos from the thickets beyond.

Only occasional glimpses of the enemy could be caught, their presence being generally discovered by sudden shots from the bushes, and flashes of sunlight reflected from their bright-barrelled muskets. At nearly all the points from which we were fired upon, I noticed small bundles of bamboo lashed to the bushes at a small angle, seemingly for protection to our cunning foe, and to serve as marks to guide them from one ambuscade to another. As we advanced, the open space on the hill-side became more confined, and rocks, bushes, dense jungle, and rugged ravines afforded increasing facility and shelter to the savages, and gave us no hope or chance of getting at them. About a mile or more above the big rock already mentioned, the men had become so much exhausted from the march, and the intense heat of the sun, that I ordered a halt, and entered a belt or jungle to give them a little shelter and rest. Lieutenant Commander Mackenzie and Lieutenant Sands, with a party of scouts, were posted in a small thicket above, and to the left of the main body, and a strong picket of marines occupied another clump about one hundred yards below the other party; these outposts, together with the position of the main body, making, as it were, the angles of a triangle.

Those pickets having been established, I sent for Lieutenant Commander Mackenzie, the second in command, to consult with him concerning a further advance. He had been with me about twenty minutes when firing was heard in the direction of the advance picket, and he hurried back to the front. Meanwhile Lieutenant Sands had returned the fire, and was charging toward the spot where the enemy lay concealed, when Lieutenant Commander Mackenzie coming up, ordered a halt. The moment the latter reached the head of the line he ordered a fresh advance, himself leading. During the interval the main body had come out of the jungle, and were pushing on to the support of the picket line, when I heard the cry, "A man wounded; send for the doctor." I called out for Doctor Page, who went to the front and soon after brought Lieutenant Commander Mackenzie, lying wounded in a blanket, near the spot where I was standing, and by my order carried him further back to the rear. The spot from which these shots came was backed by a deep ravine, and immediately to the rear the jungle came down on all sides, so that further advance in that quarter would have exposed the command to the risk of continued loss without any means or hope of retaliating upon the enemy. The men, too, were beginning to show great fatigue and symptoms of sun-stroke, and considering the difficulty of moving either way, encumbered with sick and wounded men, I determined to fall back. I accordingly ordered a retreat, sending the main body ahead, and falling back slowly, covered by the scouts under command of Lieutenant Sands. A short distance down the hill Lieutenant Commander Read joined me with his party, and was directed to fall back with the main body, a party of carbineers under Mr. Folger remaining with Mr. Sands. Mr. Read had destroyed several huts on the route he had taken, but failed to accomplish any other object of the expedition. We

were fired at from several places on the way down the hill, but happily no other shots took effect. Before we reached the plain, word was sent me of the death of the gallant Mackenzie. Upon entering the jungle fringing the coast the different squads and companies took different routes to guard against ambush, and our progress was slow and fatiguing, particularly to the men who carried the remains of the lamented Mackenzie. Arrived at the beach I deployed the marines along the edge of the jungle to guard against surprise, and sent the body on board ship the moment the boat could be got ready. It had been my intention to remain on shore and attempt an ambuscade in the jungle during the night, but I found both officers and men so worn out from exertion and extreme heat of the day, that I concluded to embark the entire command and return to the ship.

Captain Forney, of the marines, and Mate Brownall, of the Wyoming, and a dozen or more of the men were already prostrated with sun-stroke, and I feared other cases might occur before nightfall. The route over which we passed was entirely destitute of cattle, fruit, vegetables, or any other eatable thing; and we had seen only two or three pools of dirty stagnant water, unfit for any one but a savage to drink. That part of Formosa is extremely well adapted to Indian modes of warfare, and the burning heat of the sun at this season of the year is a greater help to the savage even than either his cunning and cruel method of fighting, or perfect knowledge of every foot of ground over which he ranges.

The officers, one and all, gave me a hearty and efficient support, and the men did their duty cheerfully and steadily. The following are the names of the officers who went in the expedition, viz:

Lieutenant Commander A. S. Mackenzie of your staff, Lieutenant Commander J. H. Read, Lieutenant J. H. Sands, Master W. M. Folger, Master H. Elmer, Captain James Forney, United States marine corps, Assistant Surgeon C. H. Page, Gunner R. H. Cross, Admiral's Clerk Louis Parker, and Commander's Clerk A. C. Driggs of this ship, and Lieutenant G. D. B. Glidden, Mate G. V. Brownell, and Gunner J. L. Staples, of the Wyoming.

The British consul at Takao, Formosa, Charles Carroll, esq., and Messrs. Taylor and Pickering, English subjects residing at that place, accompanied the expedition as volunteers and rendered good service, being generally at the front. Mr. Taylor went to the assistance of Lieutenant Commander Mackenzie when the cry of "a man wounded!" was heard. The following named men deserve special mention for the faithful manner in which they remained by the body of the lamented dead and brought it safely through the jungle to the boats, viz: John Kelly, captain of forecabin; Robert Knight, armorer; James Franklin, boatswain's mate; William White, captain of foretop; James McGuinnis, ship's corporal; James Cunningham, seaman; and John M. Small, ordinary seaman. One of them, William White, dropped down from exhaustion and sun-stroke the moment he reached the beach. The gallant dead needs no tribute from me. That solitary grave in the grounds of the British consulate at Takao bespeaks a language more eloquent and touching than human utterance can express. No one knew the worth, the high-toned character, and professional ability of the deceased better than yourself, and I but give expression to the general feeling when I add that in him the service lost one of its brightest ornaments, and the country one of its most zealous and gallant defenders. I enclose a sketch of the routes taken by the expedition; also, reports from Lieutenant Commander J. H. Reed, Lieutenant Sands, Assistant Surgeon C. H. Page, and Captain Forney. I found the soundings from the ship to the shore to decrease regularly and gradually, and the beach quite steep, too; but large, flat black rocks could be seen on the bottom here and there, which would make a dangerous sea for boats in a southerly wind. I could discover no traces of human beings or remnants of clothing worn by civilized people in any of the huts we destroyed, or in any part of the country over which we passed. On our return through the

jungle skirting the coast we struck into the bed of a dry stream, when nearly through, which doubtless runs with good water during the northeast monsoon, which would be of great advantage to a force operating there during the winter months.

Very respectfully, your obedient servant,

GEORGE E. BELKNAP,

Commander.

Rear-Admiral H. H. BELL,

Commanding United States Asiatic Squadron.

Report of Captain Forney

UNITED STATES FLAG-SHIP HARTFORD,

At sea, June 17, 1867.

SIR: I have the honor herewith to submit a brief report of the part taken by the marines on the 13th instant, on the island of Formosa. On first landing, by your order I took charge of twenty marines, deploying them forward as skirmishers. A dense and almost impenetrable thicket of bush prevented the men from advancing very rapidly. I penetrated with them to a creek about half a mile from the beach without meeting with any of the enemy, and was then recalled for further orders. You then instructed me to leave a sergeant and five men on the beach, and to advance with the main body headed by yourself. In consequence of all further operations coming under your own observations, I have nothing further to report, except that the men behaved gallantly, and deserve credit for the manner in which they marched over such a rough and hilly country and under such intense scorching heat. Ordnance Sergeant Goltermeyer was of great assistance to me during the entire day, and deserves favorable mention. A few of the men were struck down by the oppressive heat of the sun, but were not seriously injured and are now doing their usual duty. The entire number of marines on shore was forty-three, thirty-one of whom were from this ship, and twelve from the Wyoming. I have to report the loss of one Springfield rifle, (I think this rifle is on board of the Wyoming by mistake,) one fife, one musket sling, and two canteens.

Very respectfully, your obedient servant,

JAMES FORNEY,

Captain United States Marine Corps.

Commander G. E. BELKNAP,

Commanding U. S. Steamship Hartford.

Report of Lieutenant Commander Read.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate,)

At sea, June 17, 1867.

SIR: In obedience to your order I have the honor to submit the following report of the movements of the men under my command at South Cape, island of Formosa, on June 13, 1867. The column consisted of the following detachments, viz: twenty-two men from the Wyoming, under command of Lieutenant Glidden; sixty-two men from the Hartford, under command of Master Horace Elmer, and a skirmish party of ten picked men from the Hartford, under command of Master W. N. Folger; total ninety-four men, five of them being equipped as pioneers. On reaching the place designated by you for our landing, the

boats were beached, and the skirmishers, under Master Folger, deployed to the front. The line of battle was quickly formed, and after mooring the boats two hundred yards from the beach, we took up our line of march for the interior, striking for the high range of hills that lay about two miles from the shore line. The march was painful and tedious, owing to the dense jungles of cactus and rose-vines which covered the soil. But after a tramp of two hours we gained the hills, and destroyed several small houses which had very lately been abandoned. Shortly afterwards several small parties of savages were seen on the hill-tops in our front, who fired at long range upon our skirmish line, but quickly retreated upon their fire being returned. In this manner they kept up a sort of running fight, retreating from one hill-top to another, never allowing our skirmishers to approach nearer than eight hundred yards; for about one hour. But this chasing over rugged hills, through almost impassable chaparral, and under a scorching tropical sun, soon told on our men, and after giving them a short rest, I turned the column to the left in order to join your command, in obedience to my original orders. The main body at this time was about one mile distant, and our march to join it was the most painful of any during the day—many of the men dropping down with sun-stroke, requiring to be helped along by their comrades. Upon coming up with you the commands were consolidated, and the rest of the movements took place under your eye, which makes it unnecessary for me to report further. I am happy to be able to say that all the officers and men behaved gallantly, the skirmish party, under Master W. N. Folger, having the hardest marching, and being the only ones that were annoyed by the savages.

Very respectfully, your obedient servant,

J. H. READ,
Lieutenant Commander.

Commander G. E. BELKNAP,
Commanding United States Steamer Hartford.

Report of Assistant Surgeon Page.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate),

At sea, June 15, 1867.

SIR: In accordance with your request, I have to report the circumstances attending the death of Lieutenant Commander A. S. Mackenzie of the United States steamer Hartford, during a skirmish with the natives of the southern extremity of the island of Formosa, upon the 13th of June, 1867. The main body of the troops with which Lieutenant Commander Mackenzie was connected landed at about ten o'clock a. m. and proceeded into the interior of the country about four miles, and had halted for rest and shade in the border of a dense jungle at about two o'clock p. m., with a detachment of ten men, under the immediate command of Mr. Mackenzie, thrown out to one side to watch the movements of the enemy, who had been firing upon us. Soon after halting Mr. Mackenzie was called into the jungle by the officer in command for a consultation as to movements, and during the consultation, the enemy recommenced firing. Mr. Mackenzie rushed to the head of his men, and in about two minutes I heard the cry of "Doctor! doctor!" and immediately proceeded to the front, where I found Mr. Mackenzie falling, with his left hand on his right breast. I caught him by the coat-collar, and asked him where he was wounded, at the same time with what aid I could procure dragged him to the rear as rapidly as possible. In reply he only looked up at me, moved his hand on his breast a little higher, and said "Page, Page, Page, I'm dead!" and ceased to live at

about 2.30 p. m., and about three or four minutes from the time that he was wounded. The wound was round, smooth, of about an inch in diameter, penetrating deeply the upper anterior and middle portion of the right chest just below the collar-bone, with no external hemorrhage of importance.

Very respectfully, your obedient servant,

CHARLES H. PAGE,
Assistant Surgeon.

Commander GEORGE E. BELKNAP,
U. S. Navy, Commanding U. S. Steamer Hartford.

Report of Lieutenant Sands.

UNITED STATES STEAMER HARTFORD,
At sea, June 15, 1867.

SIR: The following is a memorandum of the circumstances attending the death of Lieutenant Commander A. S. Mackenzie, as far as I am able to state: At about 2 o'clock p. m., on the 12th instant, Mr. Mackenzie called for volunteers from the Hartford, and I joined him with the ten or twelve men then under my command, in answer to his call. We were stationed behind a clump of bushes to keep a lookout for the enemy. A few minutes after we had taken our position Mr. Mackenzie was sent for by you and I was left in charge of the party. At about 2½ p. m. we were fired on by the enemy, who had got on our flank through the undergrowth, and I ordered a charge and returned their fire. As soon as the firing commenced Mr. Mackenzie ran up to head the party, and ordered a halt before we had advanced more than thirty yards. As soon as he had reached the front he ordered an advance, and was leading the attack when we were fired on by another party at a distance of about seventy-five yards. The enemy fired five or six shots at once, and it was one of those that struck Mr. Mackenzie. I did not know that he was seriously hurt, and left him walking to the rear to meet the doctor, who was coming up at the time. We fired two or three volleys at the enemy and drove them back, but before we had advanced more than fifteen yards further I received the order to fall back, and it was not until ten minutes after that I learned that Mr. Mackenzie was mortally wounded. To reach the enemy we charged across a galley filled with long grass, which impeded our movements, and ahead of us still there was a ravine backed by dense undergrowth. It was impossible to tell the position of the enemy until we saw the smoke of his pieces, and we were obliged to fire at the flash. We were in plain sight, an open mark for the enemy, while they were hid in this undergrowth, into which we could not see ten feet.

Very respectfully,

J. H. SANDS, *Lieutenant.*

Lieutenant Commander BELKNAP,
United States Steamer Hartford.

Report of the Fleet Surgeon.

UNITED STATES FLAG-SHIP HARTFORD, (2d rate),
South Bay of Formosa, June 13, 1867.

SIR: I have the honor to report that the following casualties occurred among the officers and men of this ship to-day, on shore, in the affair with the savages of this part of the island, viz:

A. S. Mackenzie, lieutenant commander, killed.

George E. Belknap, commander, sun-struck, severely.

Jas. Forney, captain marines, sun-struck, severely.
 Wm. White, captain fore-top, sun-struck, dangerously.
 Wm. Jackson, ordinary seaman, sun-struck, dangerously.
 Jos. Quiuton, seaman, sun-struck, dangerously.
 Philip Worrishoffer, sun-struck, dangerously.
 John H. Earle, ordinary seaman, sun-struck, slightly.
 Edward Forrest, landsman, sun-struck, slightly.
 Martin Finnerty, ordinary seaman, sun-struck, slightly.
 Eugene Sullivan, ordinary seaman, sun-struck, slightly.
 Thomas Savage, landsman, sun-struck, slightly.
 George K. Mills, landsman, sun-struck, slightly.
 John Hynes, ordinary seaman, sun struck, slightly.
 Wm. Connor, marine, contusion.

Numerous other cases of exhaustion from heat and over-fatigue presented themselves on the return of the expedition to the ship, but as they went to duty almost immediately, I have not thought proper to include them in the above list. I will remark, however, that the men generally, when they came back to the ship, presented a most exhausted and broken-down appearance.

Very respectfully, your obedient servant,

J. BEALE.

Surgeon of the Fleet.

• Rear-Admiral H. H. BELL,
Commanding United States Asiatic Squadron.

P. S.—I would also state that Mate Brownell, of the Wyoming, was also brought on board this ship in a state of delirium, following heat and exhaustion, but that he recovered sufficiently in the course of a couple of hours to be sent to his own ship.

THE IRON-CLAD MIANTONOMOH.

RESUMÉ OF THE VOYAGE OF THE IRON-CLAD MIANTONOMOH TO EUROPE AND RETURN TO THE UNITED STATES, ACCOMPANIED BY THE UNITED STATES STEAMER AUGUSTA—MAY, 1866, to JULY, 1867.

UNITED STATES STEAMER AUGUSTA, (3d rate,)

Philadelphia, July 23, 1867.

SIR: The following record of the cruise of this ship, accompanied by the monitor Miantonomoh, Commander Beaumont, and a portion of it by the double-ender Ashuelot, Commander Febiger, is respectfully submitted.

In obedience to your orders of April 16, 1866, I arrived with the Augusta in New York and reported to Rear-Admiral Bell on the 24th of same month.

On the 30th Commanders Beaumont, of the Miantonomoh, and Febiger, of the Ashuelot, reported to me for service in obedience to your orders of the 28th.

These orders also informed me that the Augusta and Miantonomoh would be attached to the North Atlantic squadron.

On the 3d of May, previous orders were revoked by Rear-Admiral Bell.

On the 5th I received from the rear-admiral an order enclosing sealed instructions from the department, directing me to proceed to sea with the Augusta, Miantonomoh, and Ashuelot.

On the 8th I despatched the Ashuelot to Boston to wait further orders, and opened those from the department marked "*confidential.*"

On the 10th of May I reported by telegram our arrival at Halifax, and the good behavior of the Miantonomoh during heavy weather; this telegram was followed by a letter (No. 14.) giving a more detailed account of this, the first stage in the long journey which we have since accomplished.

The naval mind, as well as the military, joined in the wonderment occasioned by the visit of the monitor, and we had the first flow of that tide of visitors which, wherever we went, overwhelmed us.

On the 24th of May I reported our arrival at St. John, Newfoundland; we left Halifax the afternoon of the 17th, but in consequence of a thick fog did not leave the lower anchorage until the morning of the 18th at 5 a. m.; we encountered fogs, easterly winds, with heavy sea, and many icebergs, which are always accompanied by fogs; during the last two days we hovered about the mouth of the harbor, making many efforts to get in with safety, the mouth being blockaded by icebergs; we finally accomplished it by taking advantage of a holiday in the fog sufficient to admit us, when it again closed and sealed up the harbor for five days.

On the 30th I reported that both vessels would be ready in a week for the service indicated in your confidential communication of the 14th of May.

On the 3d of June the Ashuelot arrived, bringing as passenger Assistant Secretary of the Navy Mr. G. V. Fox, together with your instructions of May the 28th.

Having arrived at a proper understanding with the commanders in relation to fog and night signals, and every other preparation being made, the Augusta, Miantonomoh, and Ashuelot got underway at 8 p. m. the evening of the 5th of June, and steamed out of the harbor, Mr. Fox on board the Miantonomoh; the Ashuelot in the narrow passage between the harbor and the sea accidentally colliding with and sinking a schooner. This mishap delayed us outside until midnight. Soon after starting, the tow-line I had given the Miantonomoh parted, and no attempt was made to aid her again until the 8th at noon, when

we renewed the towing process and continued it until noon the 15th, the monitor consuming her minimum of coal only, making an average speed of seven knots, the wind varying from north to northwest, mostly strong, with a heavy sea. We arrived at Queenstown at 2 p.m. the 16th, making the passage in ten days and eighteen hours from anchorage to anchorage, the monitor having two days' coal remaining, the *Augusta* ten days'.

In my letter of that date, reporting our arrival at Queenstown to the department, I expressed myself in relation to the monitor as follows :

"A greater portion of the way (1,100 miles) the *Miantonomoh* was in tow of the *Augusta*, as a matter of *convenience* and *precaution* more than necessity ; the *Miantonomoh* consuming a fair proportion of coal. I think she could have crossed over alone."

I also expressed myself upon her sea qualities : "Heavy weather does not appear to materially affect the speed or rolling of the monitor, for while the other vessels were lurching about and their progress checked by heavy seas, she went along comparatively undisturbed," &c.

Mr. Fox disembarked here.

We parted from the *Ashuelot* at Queenstown.

We left Queenstown on the 20th, and I reported our arrival at Portsmouth, England, on the 23d ; we anchored off Spithead.

On the 29th Mr. Fox rejoined the *Miantonomoh*, and at his request I despatched her to Cherbourg, appointing Sheerness as our rendezvous.

The following order was furnished Commander Beaumont for his guidance :

UNITED STATES STEAMER *AUGUSTA*,
Off Spithead, June 29, 1866.

SIR : Mr. Fox, the Assistant Secretary of the Navy, being disposed to take the *Miantonomoh* under your command to Cherbourg, France, you are authorized to furnish him and any gentleman he may think proper to bring with him a passage, with such accommodations and comforts as it may be in your power to bestow. When Mr. Fox notifies you that he no longer requires the services of your ship at that place, you will join me at Sheerness, in the river Thames, the place selected for our rendezvous.

I am, very respectfully, your obedient servant,

A. MURRAY,

Commander and Senior Officer.

Commander J. C. BEAUMONT,
United States Steamer Miantonomoh.

The visit of the lords of the admiralty was made on the 29th.

The fourth of July was duly honored by the *Augusta* at Spithead, the forts and all the English men-of-war in commission joining us.

On the 6th of July I addressed to Mr. Adams, our minister at the court of St. James, the following note :

UNITED STATES STEAMER *AUGUSTA*,
Off Spithead, July 7, 1866.

SIR : I am advised by Mr. Fox, the Assistant Secretary of the Navy, that the *Miantonomoh* will leave Cherbourg, France, for the appointed rendezvous near Sheerness, to-morrow.

She will be subject to the contemplated visit of the Prince of Wales and others at your discretion.

I would respectfully request, provided it can be made convenient, that you

will fix an early day, as it is desirable to leave for Copenhagen as early as possible.

I sail to-morrow for same anchorage, and will endeavor to communicate again.

I am, very respectfully, your obedient servant,

A. MURRAY,

Commander and Senior Officer.

Hon. CHARLES FRANCIS ADAMS,

Envoy to the Court of St. James.

On the 7th joined the monitor in the little Nore, off Sheerness, and on the 14th I had the honor to report by letter the visit (and its details) of the Prince of Wales, Duke of Edinburgh, Dukes of Sutherland and Argyle, Lord John Hay, the Prince of Leinungen, and other high officials, who visited and thoroughly inspected the ship.

I had the honor to report our safe arrival at Copenhagen on the 21st. We stopped here to resupply the monitor with coal, the heavy head wind and sea in the North sea having exhausted it.

We learned here of the prevalence of cholera at Stettin, where I expected and had arranged to meet Mr. Fox.

I immediately entered into telegraphic communication with him in Paris, which resulted in our remaining at Copenhagen. Mr. Fox had anticipated this change of programme and arrived here on the 24th.

I ordered a board of surgeons to examine statistics and investigate reports from all sources in relation to cholera in St. Petersburg and Croustadt, the result of which was the following

REPORT OF BOARD OF SURGEONS.

UNITED STATES STEAMER AUGUSTA,

Off Copenhagen, July 25, 1866.

SIR: In obedience to your order of this date we have carefully examined the statistics in reference to the cholera in St. Petersburg, Russia, as furnished by Assistant Secretary G. V. Fox, in his letter to you of the 24th instants, and after careful consideration, have to report that in our opinion, based upon the above information, the disease exists in a decidedly epidemic form, and was at the time (20th of July) increasing rapidly.

Under such a condition of the health of that city, we consider it unsafe to go there at present, or at any time during the existence of epidemic cholera.

Very respectfully, &c.,

W. E. TAYLOR,

Surgeon United States Navy.

W. K. SCOFIELD,

Surgeon United States Navy.

CHARLES L. GREEN,

Assistant Surgeon.

HENRY STANLY PITKIN,

Passed Assistant Surgeon United States Navy.

Commander ALEXANDER MURRAY, *United States Navy,*

Commanding United States Steamer Augusta, and Senior

Officer present, Copenhagen, Denmark.

In my letter to the department of August 3, 1866, I had the honor to make known to you the visit of his Majesty the King of Denmark, the royal family, and his chief officials to the monitor on the 27th of July, also to give you some account of the dinner at which his Majesty entertained Mr. Fox and the commanding officers. In that communication I mentioned the compliment paid us by the Swedish monitor John Ericsson.

At Copenhagen we received on board the property which the Stonewall had left, and which was now being given up to the United States government. It was not inconvenient for the Augusta to carry it; it has since been sent home in the Ino, storeship, with the exception of a few shell in boxes, which I have retained until this time, as useful in trimming our vessel.

We left Copenhagen on July the 31st; Mr. Fox again on board the Miantonomoh.

In my letter (No. 28) from Cronstadt, I announced our arrival at this place, having touched for one day at Helsingfors.

I also, with much pleasure and more surprise, alluded to the extraordinary delight manifested by the people and authorities within the Russian dominions; after bestowing the most unbounded hospitality upon us that day, at Helsingfors (the western outpost of the Russian dominions) we were met on leaving by the Russian Baltic fleet, under Admirals Likatcheff and Boutakoff, the flag-ship Chrabry making the signal "You are welcome." The post of honor was assigned to us and we proceeded in three columns. That letter also attempted to describe our reception at Cronstadt on the 6th of August, our presentation to the imperial family on the 8th, on the 9th the visit of the Emperor and Grand Dukes except the Grand Duke Constantine, our inspection of the Russian fleets and forts, the Emperor's dinner and toast on board his yacht, and I concluded by saying: "I perfectly understand that these unusual attentions were bestowed upon us in return for the hospitalities received by the Russian naval officers while they were in our country, as well as for the 'resolution of sympathy,' which it was our good fortune to bring; the latter appears to have touched very near the Russian heart, which is very generous."

Under date of September the 18th, at Stockholm, I again addressed the department, announcing our official departure from Cronstadt on the 15th, and the attending ceremonies with which the Russian authorities chose to honor us and our arrival at the Swedish capital; this letter contained many enclosures relating to our visit to Russia; everything that professionally belonged to us I reported upon; to have done more would have trespassed on the prerogative of another, who, I have no doubt, did ample justice to the subject.

The ships and officers received favors which as the senior naval officer I acknowledged, (as per enclosures.)

I reported to you also from Stockholm the refusal of the Russian naval authorities to receive pay for some valuable work done at the navy yard, Cronstadt, the most important of which was the furnishing of a towing hawser (13-inch) fitted with bridle, shackle, &c., in all about 165 fathoms; this was a most useful as well as valuable present and was much needed; indeed, it appeared to be the desire of the Russians, whether government or people, to anticipate, in a spirit of generosity both strange and unexpected, all our wishes. We were the victims of a hospitality which I did not believe had an existence out of America, and the pleased recipients of a generosity which does not often fall to the lot of navy officers anywhere; princely presents from the Emperor to the commanding officers, and souvenirs to all.

I received at this place through the Russian minister of marine, Admiral Crabbe, a communication by telegram announcing the regrets of the Grand Duke Constantine at not having had the pleasure of receiving the American officers personally, wishing us "a happy return and continuation of friendship," and some other remarks complimentary and gratifying to me.

Other communications passed between Admiral Crabbe and myself, copies of which will be supplementary. To this distinguished officer we are indebted for most of the pleasant days we passed in Russia; to him and Rear Admirals Lessofsky and Gorkovenoff the officers are specially under obligations for considerate and kind personal attentions. I should properly include in this expression of our gratitude the High Admiral Nerssilksley, then governor of Cronstadt,

now a councillor of the empire ; his age, high rank, and heroic career, rendering his attentions particularly flattering.

Rear Admiral Gorkovenoff, to whom we are indebted for unremitting personal attentions, has charge of the hydrography and coast survey, which in Russia, and I believe in all maritime countries, is a part of the navy ; he is also the intimate friend of the Grand Duke Constantine, and a great favorite with all the imperial family. I for one certainly feel under a load of obligations to him for his personal kindness while he was my travelling companion into the interior. He has been in the United States, and contemplates an official visit to our navy yards very soon.

A list of officers specially assigned by Admiral Crabbe for attendants and companions to the American officers whilst in Russia will be found in the supplement ; they all or nearly all spoke English, and were untiring in their efforts to anticipate our wants and make everything agreeable. They succeeded, and the officers will ever retain a grateful and pleasurable recollection of their professional visit to Russia.

It would be difficult to express an idea calculated to do justice to the cordial, social, and very friendly way with which the authorities and people of Stockholm welcomed us when we arrived, and the hospitality which they lavished upon us whilst we remained.

The festivities with which the occasion of our visit to Sweden was honored were—

1st. A water party by the Swedish naval officers, headed by Admiral Lilleyhook, when all the officers that could be spared from duty visited the castle of "Stocklosks," some 70 miles up the river. This castle is famous as containing many trophies of the thirty years' war.

2d. Entertainment of the American Minister Campbell to Mr. Fox, the officers, and foreign legations.

3d. Dinner by his Majesty King Carl, at which the royal family and Prince Oscar, American minister, Mr. Fox, and the officers and ladies of the household and state were entertained.

4th. Dinner at Count Platin's.

5th. Entertainment at the palace of Drottingholm by the Queen Dowager, the King and royal family being present. The King and Prince Oscar gave us much of their personal time, and the King devoted to our use his barges and carriages. A gunboat accompanied us fifty miles when we left.

I reported our safe arrival at Kiel on the 1st of October, 1866. We found here a great number of the Prussian ships of war, and an entire station, Admiral Jackman in command ; we were received very hospitably by the officers, and Prince Adalbert, who came from Berlin to visit us. Mr. Fox left us at Kiel.

We sailed on the 3d, Prince Adalbert and Admiral Jackman accompanying us down the harbor and returning in their own flag-ships and the Coles turreted ship, which also had been with us.

On the 6th, in compliance with the spirit of your instructions, we arrived at Hamburg ; here we remained a week and experienced the full flood of that tide of visitors to the "monitor" which had been increasing ever since we left the United States ; it was very trying to the officers, and to some extent corrupting to the crew.

The merchants of Hamburg gave the officers a public dinner, which went off very well—somewhat in New York style. This dinner was intended to express their appreciation of the kindness, patience, and politeness of the officers in permitting the citizens of their great city to gratify their curiosity in all that concerned the monitor, in which they felt much interest.

I had the honor to report to you from Hamburg under date of October 6, 1866, (Nos. 33 and 34,) acknowledging receipt of commission as captain in the United States navy, and notifying you of our proceedings.

Rear-Admiral Popoff, of the Russian navy, arrived from St. Petersburg with letters from Admiral Crabbe requesting that he and his staff be allowed to make a short voyage in the monitor. I put him on board the monitor at the mouth of the Elbe on the evening of the 15th, and we went to sea in heavy weather.

On the 18th we arrived at Cherbourg, Admiral Popoff being delighted with his trip and the performance of the monitor.

At Cherbourg we became merged in the European squadron.

On the 30th of April, upon receiving orders from Rear Admiral Goldsborough, we sailed for our present anchorage, having visited whilst we formed part of the European squadron the following ports, in the order named :

Brest, Lisbon, Cadiz, Gibraltar, Malaga, Carthage, Barcelona, Marsilles, Toulon, Mahon, Genoa, Spezzia, Leghorn, Civita Vecchia, and Naples.

At Toulon we had the misfortune to lose one of our officers, Commander J. C. Cornwall, who died suddenly on the 12th of February. He had been a gallant and faithful officer during the late rebellion, and the tardy recognition of his services in the shape of promotion had but recently reached him ; he was a good officer and genial companion, and his loss was much deplored.

Here, with the authority of the commander-in-chief, we purchased for the use of the monitor "Rouquayrol and Denayrouze's patent diving apparatus," which saved the expense of docking, and may serve a like purpose again and again. The use of it was very simple and was soon familiar to the Miantonomh.

At Port Mahon, by order of the admiral, we transferred all the volunteer line officers to the storeship Guard for a passage to the United States, their places, as far as practicable, being filled by the superabundance of the flag and otherships.

At Leghorn the officers were permitted freely to visit Florence, and at Civita Vecchia, Rome.

On the 8th of May we arrived at Gibraltar, and on the 14th I addressed a letter to you in relation to our future movements, as follows :

No. 4.] UNITED STATES STEAMER AUGUSTA, (3D RATE,) Gibraltar, May 14, 1867.

SIR: I have the honor to report that this ship and the monitor Miantonomh, which arrived here on the 8th instant, will sail to-morrow for Philadelphia, the route as far as island of Barbadoes, West Indies, being that selected by the department, and embodied in my sailing instructions from Rear-Admiral Goldsborough.

The port in the Cape de Verdes to which the anthracite coal has been despatched is not stated ; we shall consequently make the weatherly one, Porto Grande, as from its superior harbor I suppose it to be the destination which would be selected.

Unless delayed by accident, and I do not apprehend any, these vessels will be in Barbadoes by the 20th of June, and ready for next port by the 25th. The propriety of stopping at any other island south of Nassau, New Providence, will then be considered, and the decision depend in a great degree upon the information within our reach regarding their healthfulness.

In passing through the smooth water to the leeward of the Windward islands, and through the Mona passage, en route to Nassau, the monitor could be assisted with a tow-line, and her fuel spared for the rougher weather north, the economy in coal compensating for the loss in time. Once at Nassau the difficulty, if there is any, is over. In case I decide on that route we shall be due in Nassau by the 5th of July.

Very respectfully, your obedient servant,

A. MURRAY,
Captain and Senior Officer present.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

The following letter addressed to Rear-Admiral Goldsborough explains some matters which may be interesting to the department, and fills up the narrative of our return cruise as far as Gibraltar :

UNITED STATES STEAMER AUGUSTA,
Gibraltar, May 14, 1867.

ADMIRAL : I have the honor to report my arrival at this port on the evening of the 8th instant. We encountered heavy weather from the westward when off the southern part of Sardinia ; rather than exhaust the monitor's coal, I anchored under the lee of Point Calonne, island of San Pietro, which made an excellent harbor during westerly winds.

We arrived at Port Mahon on the 5th, and anchored off the town in obedience to the direction of the boarding officer, who informed me that there was no quarantine. After we had been anchored about an hour a boat from the acting governor ordered us into quarantine, alleging that we had violated a regulation requiring the Spanish consul's *visa* from ports visited ; the port alluded to being a little village some miles from Point Calonne, (Carlo fort,) a place we had no communication with. I looked upon it as a pretext, and with the advice of Mr. Robinson, the consul, I declined to remain.

We towed the monitor here most of the way with perfect ease, at the rate of six and a half knots an hour, (uncoupling her propellers,) the economy of fuel being very considerable, about one ton per hour.

The authorities of Gibraltar have extended to us with great promptitude the hospitalities and services which we looked for in Port Mahon. Our "coal racks" are up and the vessels are coaled, and in other respects are ready for service to-morrow ; wind and weather permitting, we sail in continuation of your instructions of the 30th ultimo.

With many thanks, Admiral, for the considerate manner in which you have exercised your authority over us whilst we have made a part of your squadron, and the hope that we may soon meet again on our own blessed soil,

I remain, very respectfully, your obedient servant,

A. MURRAY, *Captain.*

Rear Admiral L. M. GOLDSBOROUGH,
Commanding United States European Squadron.

Having made every preparation on board the monitor commensurate with the undertaking before us, we sailed from Gibraltar on the 15th, touching at Santa Cruz, Teneriffe, on the 19th, where we remained three days, and arriving at Porto Grande, Cape de Verdes, on the 27th. We were disappointed in not finding a supply of hard coal here, and on the 5th of June, leaving the monitor at Porto Grande, I proceeded in the Augusta to Porto Praya, for reasons stated to you in my despatch (No. 8) of June 3, 1867, as follows :

UNITED STATES STEAMER AUGUSTA,
Porto Grande, St. Vincent, Cape de Verdes, June 3, 1867.

SIR : I have the honor to report the arrival of this ship and the Miantonomoh at this place on the 27th ultimo. The health of both ships is good. There has been no arrival of anthracite coal as we were led to expect, and we wait on the supposition that we are too early.

In case of there being no arrival of hard coal for the monitor's use either here, where it should come, or Porto Praya, where it might go, it is my intention to load up with soft coal, of which I find plenty, and trusting to that, our tow-line, and trade winds, make for Barbadoes in furtherance of instructions. This movement, however, will not be inaugurated before the 15th, leaving ample time for the arrival of a coal vessel if one has been de-patched.

Of course I shall not leave without making some arrangement (in case the

department has not foreseen that contingency) for the discharge of a vessel arriving after our departure, and the safety of the coal.

Very respectfully, your obedient servant,

A. MURRAY,

Captain and Senior Officer present.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

On the 7th of June I returned and found the coal schooner *Freddy Porter* had arrived in our absence; we immediately set to work and on the 12th discharged her and immediately sailed.

For interesting matter in connection with this harbor see supplement. *Porto Grande*, in my opinion, should be the seat of our consulate; it is very healthy, and article 196 of "Rules and Regulations for the Navy," in regard to visiting the shore after sundown, might be modified.

The recrossing of the Atlantic was accomplished under the most favorable circumstances as regards weather, but the monitor, in consequence of a foul bottom, did not behave so well, her average speed being but six and a half knots instead of seven, which we made during the run from *St. John's* to *Queenstown*; she was also a greater part of the time aided by our tow-line, say nineteen hundred miles. We arrived in *Barbadoes* on the 25th at 7 p. m., being thirteen days and two hours.

She left *Porto Grande* with four hundred and seventeen tons of coal in bunkers and racks, (upwards of one hundred tons in racks;) these racks are still on her and would answer for any other monitor going on a long voyage. When she arrived in *Barbadoes* she had sixty-nine tons of coal on board, making a total expenditure of three hundred and forty-eight tons, or twenty-four tons a day, besides the advantages of wind and current; she also improvised sails with her awnings and boat sails.

I had the honor, under date of June 26, 1867, (No. 7,) to report to you our arrival at *Barbadoes*, intrusting the communication to *Commodore Bissell* of the *Monongahela*, who happened to be in port and about to sail for *St. Thomas* when we arrived.

The coaling process is slow at *Barbadoes*, and we did not get off until midnight of the 2d of July, instead of the 1st, as I expected. We carried out the programme I had notified you of to the letter, the question of time only being at fault. We arrived at *Nassau* on the 10th of July instead of the 5th, as I expected. The fourth of July for the second time this cruise was celebrated by us; on this occasion we were in the *Caribbean Sea*, latitude $15^{\circ} 20' 51''$ north, longitude $63^{\circ} 36' 36''$ west, weather pleasant, wind fair. We were dressed with flags all day, and at meridian fired a national salute, the monitor joining with her signal gun.

At *Nassau* we also found the coaling slow, which, with some little repairs, detained us till the 16th. From *Nassau* we took the direct route via *Abaco*; at 10 p. m. we passed "*Elbow*" or *Man-of-war cay*—there is a fine light on this dangerous cay—(latitude $26^{\circ} 33' 30''$ north, longitude $78^{\circ} 56' 30''$ west, 123 feet above the sea, a fixed light, visible $14 \frac{7}{10}$ miles.) I do not find it upon any of the charts in our possession; it has been in operation for two years. I concluded, however, as we have been absent most of the time, that the alteration has been effected; it is in case not, that I respectfully make these remarks.

We had fine weather, and, with the exception of one day, favorable winds, from this to the *Delaware*. Indeed we have been so much favored of late by wind and weather that it is worthy of remark. From *Naples* to *Philadelphia*, a distance of seven thousand five hundred miles, we have only in two instances encountered head winds, viz: the second day out of *Naples*, and the day before we arrived in the *Delaware*.

We sighted Hatteras light on the 20th, and on the morning of the 22d I had the honor to report by telegram from the breakwater. At 6 p. m. we anchored off the navy yard, Philadelphia, the crews of both ships being in excellent health, and the vessels themselves in such a condition as to be readily enabled to repeat the service just performed.

I am, very respectfully, your obedient servant,

A. MURRAY, *Captain.*

Hon. GIDRON WELLES,

Secretary of the Navy, Washington, D. C.

Abstract of the cruise of the United States ships Augusta and Miantonomoh, ending July, 1867.

Date of departure.	Arrival.	Distance.
Washington, April 19, 1866.....	New York, April 23, 1866.....	440 miles.
New York, May 6, 1866.....	Halifax, May 10, 1866.....	570 miles.
Halifax, May 18, 1866.....	St. John, May 24, 1866.....	575 miles.
St. John, June 5, 1866 ..	Queenstown, June 16, 1866.....	1,860 miles.
Queenstown, June 21, 1866.....	Portsmouth, June 23, 1866.....	410 miles.
Portsmouth, July 7, 1866.....	Sheerness, July 8, 1866.....	165 miles.
Sheerness, July 16, 1866.....	Copenhagen, July 22, 1866.....	760 miles.
Copenhagen, July 31, 1866.....	Helsingfors, August 3, 1866.....	520 miles.
Helsingfors, August 5, 1866.....	Cronstadt, August 6, 1866.....	190 miles.
Cronstadt, September 15, 1866.....	Stockholm, September 19, 1866.....	480 miles.
Stockholm, September 27, 1866.....	Kiel, September 29, 1866.....	460 miles.
Kiel, October 3, 1866.....	Hamburg, October 6, 1866.....	540 miles.
Hamburg, October 15, 1866.....	Cherbourg, October 18, 1866.....	560 miles.
Cherbourg, October 25, 1866.....	Brest, October 26, 1866.....	210 miles.
Brest, October 29, 1866.....	Lisbon, November 2, 1866.....	645 miles.
Lisbon, December 5, 1866.....	Cadiz, December 7, 1866.....	238 miles.
Cadiz, December 14, 1866.....	Gibraltar, December 14, 1866.....	60 miles.
Gibraltar, December 23, 1866.....	Malaga, December 24, 1866.....	65 miles.
Malaga, January 3, 1867.....	Carthagena, January 4, 1867.....	190 miles.
Carthagena, January 7, 1867.....	Barcelona, January 8, 1867.....	270 miles.
Barcelona, January 15, 1867.....	Marseilles, January 17, 1867.....	180 miles.
Marseilles, January 25, 1867.....	Toulon, January 25, 1867.....	30 miles.
Toulon, March 3, 1867.....	Marseilles, March 3, 1867.....	30 miles.
Marseilles, March 7, 1867.....	Port Mahon, March 8, 1867.....	190 miles.
Port Mahon, March 26, 1867.....	Genoa, March 28, 1867.....	360 miles.
Genoa, March 30, 1867.....	Spezia, March 31, 1867.....	60 miles.
Spezia, April 2, 1867.....	Leghorn, April 2, 1867.....	45 miles.
Leghorn, April 11, 1867.....	Civita Vecchia, April 12, 1867.....	200 miles.
Civita Vecchia, April 18, 1867.....	Naples, April 19, 1867.....	90 miles.
Naples, April 30, 1867.....	Port Mahon, May 5, 1867.....	490 miles.
Port Mahon, May 5, 1867.....	Gibraltar, May 9, 1867.....	520 miles.
Gibraltar, May 15, 1867.....	Santa Cruz, May 19, 1867.....	760 miles.
Santa Cruz, May 22, 1867.....	Porto Grande, May 27, 1867.....	810 miles.
Porto Grande, June 5, 1867.....	Porto Praya, June 6, 1867.....	157 miles.
Porto Praya, June 6, 1867.....	Porto Grande, June 7, 1867.....	157 miles.
Porto Grande, June 12, 1867.....	Barbadoes, June 25, 1867.....	2,100 miles.
Barbadoes, July 2, 1867.....	Nassau, July 10, 1867.....	1,400 miles.
Nassau, July 17, 1867.....	Philadelphia, July —, 1867.....	960 miles.
Total.....		17,767 miles.

NAVAL ACADEMY.

REPORT OF THE SUPERINTENDENT.

UNITED STATES NAVAL ACADEMY,
Annapolis, Md., July 1, 1867.

SIR: I have the honor to lay before you my annual report concerning the operations at the Naval Academy for the term ending June 20, 1867.

There were one hundred and sixty-five (165) candidates offered for examination in July, 1866. Of these eight were rejected by the medical board, forty-eight by the academic board, seven were recommended for re-examination, eight left during the examination, three were withdrawn, and ninety-one admitted to the academy.

In September, 1866, of the candidates for admission three were rejected by the medical board, twenty-five were rejected by the academic board, and thirty-eight were admitted to the academy, making the whole number admitted during the academic year 1866-'67 one hundred and twenty-nine.

Of the candidates who offered themselves, it will be perceived that ninety-five failed to obtain admission to the academy from various causes.

The failure of so large a number was due to their total want of preparation, and even among those who entered there were many who barely passed, and in whose cases the academic board felt no assurance that they could complete the course.

I am of opinion that the parents and guardians of candidates cannot fail to comprehend from the regulations what the requirements are for admission, and if under these circumstances they send boys here so totally unfitted to perform the course required of them, they have only to blame themselves for any inconvenience to which they may be subjected.

When the government gives a young man an education, such as he can obtain nowhere else, an income to support him four or five years while he is pursuing his studies, and an honorable profession at the end of his academic term, it is as little as can be expected that the candidates should come here prepared in the few elementary principles which can be learned at any common school in the United States, and which are within the reach of any mechanic.

Even some of those candidates who have been selected after passing a competitive examination elsewhere have failed at the first term examination here. It is with the hope of avoiding the inconvenience that parents and guardians are subjected to that I allude to this subject and point out the remedy.

In the first place parents and guardians and the commanders of apprenticeships should inform themselves fully with regard to the regulations, and not assume that they will not be carried out to the letter.

The academic board has no discretion granted it. The members endeavor to confine themselves to the strict letter of the law. There are cases where candidates show more than ordinary talent, and would in the opinion of the board make good scholars and competent officers; but being wholly unprepared, the board could not conscientiously account for their written papers if called upon by the department to do so. Consequently, to avoid complications they confined themselves strictly to their instructions.

I estimate that the parents and guardians of those candidates who fail are subjected to an expense of five thousand dollars annually, to say nothing of the unpleasant feelings experienced at the rejection of their sons. This might be avoided by a careful study of the regulations, which are so explicit as to leave no room for doubt.

The standard of admission to this institution has been placed so low that any boy of moderate ability with a little diligence could pass the examination. In this respect our government has shown more liberality than any other that has a naval school. In the French navy a candidate for a cadetship has to learn at the polytechnic schools what the midshipmen here only know when they leave the academy; that is, they know the elementary branches, and besides these, algebra, trigonometry, descriptive and analytical geometry, astronomy, and navigation, integral calculus, drawing, &c., while with us the requirements are merely nominal. By our system we must either obtain an inferior order of talent, or reject one-half of the candidates sent here.

The common schools of the United States have the reputation of being the best in the world, and in no country is education more widely diffused. The conclusion, then, that one would come to is that proper attention is not paid to preparing candidates for admission before they come here, and it is not the exactions of the department that cause their rejection.

A great improvement has been made this year in the office of storekeeper by the appointment of a paymaster in the navy to perform that duty. A proper system has in the first place been established, by which there is complete responsibility on all sides.

It is no longer the custom to encourage midshipmen to run in debt as heretofore, and under no circumstances can any one draw a single article from the paymaster without the superintendent's approval. The price of clothing has been diminished twenty per cent., and articles of a much better quality are now provided. The result will be that the midshipmen will be much better clad, and will be enabled to save enough to give them a good outfit when they leave the academy. I beg leave to recommend that two dollars more per month be reserved from the midshipmen's pay for the purpose of purchasing at the end of the course an octant or sextant, and a silver comparing watch, articles with which every officer should be provided. This can be done without in the least interfering with other necessary matters.

A good paymaster, as storekeeper, will always be an important addition to this institution, and I think it indispensable that he should be provided with quarters inside the grounds. The difficulty in procuring board in Annapolis is very great, and it is, when procured, not often of a kind to suit officers of the navy. The distances from the academy are also great, and there are no vehicles in common use to get from place to place. Hence much of the storekeeper's time is taken up in going from the academy to the boarding-house for meals. I would therefore recommend that a house for the storekeeper be erected out of the unexpended appropriations of the year 1866-'67.

I am happy to be able to report an improvement in the progress of the midshipmen in theoretical and practical exercises, and hope at the end of another year to be able to report a still further advancement, as I am not yet satisfied that the midshipmen do as well as they can. The practical exercises this year have been good. The theoretical studies have, I think, been as well prosecuted as during any preceding year, if not better. There seems to be a growing tendency to excel in all the exercises; and even now, to the uninitiated, everything appears to be done in the best manner. I early adopted the plan of putting the new midshipmen through practical exercises on shipboard with yards and sails, and in knotting, splicing and strapping blocks. The first year the midshipmen seemed to take much interest in these exercises, and a great spirit of emulation grew up among them, but finding that they gained nothing by it

Besides models of all our vessels, there are purchases of every kind—all the blocks and thimbles used in the navy; wire and rope rigging of various sizes; ships full-rigged, at anchor and under sail; models of ships showing the manner of getting in masts; shears as used at different navy yards, with purchases rigged; models used by the rebels as rams and clippers. In fact, we have introduced everything in any way bearing on the profession of seamanship, and hope next year to make still further additions.

We have made considerable advance in practical seamanship, yet not so much as I could desire. The winter has been unusually severe, and so cold that only for a short period could practical exercises be successfully carried on. These consisted in sending up and down yards and masts, stripping ship, getting in and out bowsprit, sending tops up and down, and fitting standing rigging.

The exercises in sails have been few, owing to the weather, and the sails of the Macedonian having to be sent to Washington for repairs. It is to be hoped that the midshipmen will be instructed during the summer's cruise in those parts of practical seamanship in which I considered them deficient before they sailed.

On the whole, there has been an improvement in the seamanship department, and a desire evinced by the officers acting as instructors to make this branch occupy, as it should, the first position in this institution.

The gunnery department has been provided with almost everything needed in the study of gunnery, and there is not now the smallest article used in that branch of the naval profession that is not to be found among the collection in the department. Indeed, the articles are too numerous for the space allowed them, but I hope to remedy this by converting two rooms into one.

Among the articles alluded to is a complete set of small iron and brass guns, representing every calibre used in the navy, with all the equipments complete. There are all the different kinds of torpedoes used by us and by the rebels during the rebellion, and the various kinds of apparatus used to ignite them.

Here are to be found all the instruments for testing guns, drawings of ballistic pendulums, chronoscope, machine for testing the velocity of shot, plans of field works "in alto," all kinds of shells and fuzes cut in half to show the interior arrangement, different kinds of powder used in the navy, and, in fact, everything that can be thought of to promote the study of gunnery.

For all of these we are much indebted to the chief of the Bureau of Ordnance, who has manifested a lively interest in all that relates to ordnance matters.

There has been a very rapid improvement in all the branches of this department, and by the end of the next term I am confident that the excellence of the instruction will be felt by every midshipman who is taught gunnery.

Great progress has been made in firing at targets since the conversion of the United States steamer Santee into a place for practice and exercises. There is no ship afloat that can be more rapidly prepared for battle, or where there is more completeness in all the details, than the Santee. In one minute and fifty seconds the ship can be got ready for action in all the departments, and the management of the guns and precision of fire is admirable.

This is the second branch in point of importance in the naval profession, and should have a higher standard in the list of studies.

The drill in infantry tactics is well conducted, and I think the midshipmen will compare favorably with any military corps in the country.

The howitzer drill of twenty-four guns is perfect of its kind, and if kept up in its present style nothing more could be desired. Altogether, this department is in a high state of efficiency, though there are yet wanting a few things to instruct midshipmen in important matters relating to ordnance.

The school-ships Macedonian, Savannah, and Dale sailed on the 12th of June for a cruise to Cherbourg, Portsmouth, and Brest. The Macedonian had on board one hundred and eleven midshipmen, the Savannah one hundred and twenty-four, and the Dale forty three. The Savannah and Dale have been

thoroughly repaired and fitted for the cruise, and the Macedonian has been docked and put in good order.

We have now a cheap practice squadron, compared to the one—composed of steamers and sailing vessels combined—that we had last year.

The cost of the steamers then used for three months amounted to a large sum, without, in my opinion, benefiting the midshipmen in proportion to the cost, and creating great confusion in changing them from ship to ship and breaking up the spirit of emulation that would exist where they were kept on board one vessel during the entire cruise.

The present system gives the officers in command an opportunity of showing their capacity in instructing midshipmen in seamanship, and at the end of the cruise, when the vessels are inspected and exercised together, it can be seen which set of midshipmen have been benefited most during their absence from the academy.

As I have said in a previous report, seamanship in all its branches is the most important thing for a naval officer to know, and without it all other naval knowledge is of little avail. I would then, while professing these opinions, recommend that the present system of sailing vessels be continued, and that steam and sails be not combined during a summer's cruise.

I recommend, when the number of midshipmen at the academy is reduced, that a smaller vessel than the Savannah be put in her place. She is rather large for the service required. A ship like the Portsmouth would be much better adapted for the duty.

The department of natural and experimental philosophy, although possessing some good instruments, is not provided with a building to do credit to the subject. The experiments to illustrate the studies are most necessary, but I think the building, apparatus, and other appliances are totally inadequate to carry on the instruction as it should be, and there should be a separate building of a proper character in which to conduct the duties of this department.

I beg leave to call your attention again to the subject of quarters for officers. There are now over thirty officers of the different branches of the service living out in the town, where they have much difficulty in obtaining accommodations. It would add much to the discipline of the academy if they could live inside, and would conduce more to their own comfort and contentment. The small sum of fifty thousand dollars, asked for last year, would go far towards providing for a majority of cases. Two small houses have been built this year, at an expense of eight thousand dollars, viz., four thousand each; and they are all that could be desired for an officer—small and comfortable, easily furnished and heated, and well suited for the purpose. Fifty thousand dollars would, at the present time, build ten more of the same kind, including the fitting. We have ground for such an improvement near those already built.

I would also beg leave to call your attention to the inadequate hospital arrangements, which have been noticed by every board of visitors to the institution. The hospital will only accommodate twelve sick persons, with two patients in a room, which I do not consider a humane arrangement. If an epidemic of any kind should occur, the academy would necessarily be broken up for want of accommodations for the sick. As it is, there is much inconvenience and annoyance in attending sick midshipmen in their own rooms, which frequently happens for want of hospital accommodations.

It has been my endeavor to promote the amusement of the midshipmen within the grounds, so that they would have no desire to go outside the academy limits. I am pleased to say that my efforts in this direction have met with great success, (at least in my opinion,) and there seems to be but little disposition to go outside the walls to seek amusement, or to indulge in vicious habits. There have been so few cases, where any evil indulgences have come to my notice, that I like to think there is very little wrong done when the midshipmen are

not under the restraint of discipline. The young gentlemen are placed altogether on their honor not to violate certain regulations of the academy, and I believe they commit less wrong than any other equal number of young men in the country. I think there is a high sense of honor growing up among them. They are subjected to no espionage, and everything in reason has been done to make them happy and contented, and if they do not act honorably under the present system, it is scarcely worth while to expect it under any other. I feel satisfied myself that there is a great disposition on the part of the midshipmen to do what is proper, and make this institution a credit to all concerned.

It could scarcely be expected that there would be no exceptions to the rule among so large a number of young men, coming from so many different parts of the country, but there are not many exceptions to the general good character, and there have been no instances of very flagrant conduct, although several have been found deficient in respect to their behavior. I trust, for the sake of all concerned, that the amusements of all kinds, now existing here, may be extended, and that all reasonable manly sports may be introduced and encouraged. The good effect resulting from them is already apparent in the muscular development among the midshipmen, and their higher standing in their studies, which is a natural consequence of strengthening the body to sustain the mental faculties.

Nearly all the amusements are supported by private subscription, or outside aid of friends, whereas all proper means of cultivating manly sports should be provided for by appropriation.

The grounds of the academy are gradually becoming attractive, and all vestiges of the damage done to them by army occupation has disappeared. Over three thousand trees and shrubs have been set out, principally in the lower ground, which, before I filled it up, was quite swampy, and no doubt caused all the sickness of the first year. When these trees grow to a good size they will go far towards preventing sickness by breaking up and keeping off the malaria which is brought from the marshes on the opposite shore. I hope I may meet with encouragement in the further adornment of the grounds. It tends not only to promote health, but to make them attractive to those who spend their four years of hard study here, and who should leave with pleasant reminiscences of the place where they obtained their education. Twenty-five thousand dollars were appropriated in 1866-'67 for the purchase of land adjacent to the academy. I have, by your authority, purchased ten acres of land adjoining St. John's College, which we needed at once for the purpose of using the earth to fill up and grade the grounds purchased from the State of Maryland. The latter have been put in handsome order, and are a great addition to the academy.

The State of Maryland passed a law, at the last session of the legislature, authorizing me to have condemned such property as might be needed for the use of the academy, but I have, as yet, found no necessity to proceed with the condemnation. The owners of property have made reasonable offers, and seem willing to accede to our terms.

With the land we have purchased and the land of the gas company, of which we have the refusal, we shall have over two-thirds of the land we require. The remaining portion has on it a number of frame buildings and shanties, which require some time to look into their titles and to come to an agreement about their value; but I shall be able to state, before the December session of Congress, what the cost will be. The nineteen thousand dollars now remaining will not be sufficient to purchase more than a part of the grounds contiguous to the academy, and further appropriation will have to be asked for.

These grounds will have to be purchased sooner or later, and every day that the purchase is postponed only increases the value of the property and the demands of the owners.

I am happy to say that the health of the academy has been good during the year, and there has been no severe sickness among the midshipmen, owing to

the improvement in the grounds, and extension of the drainage, which is gradually going on.

I beg leave to state that the management of the different departments has met with my approval, and that the heads of departments have been assiduous in their endeavors to promote instruction and keep up discipline.

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

DAVID D. PORTER,

Vice-Admiral, and Superintendent Naval Academy.

Hon GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

REPORT OF THE BOARD OF VISITORS—1867.

UNITED STATES NAVAL ACADEMY,

Annapolis, Md., June 5, 1867.

The board of visitors appointed by the honorable Secretary of the Navy to witness the examinations at the Naval Academy in May, 1867, and to inquire into the state of its discipline and general management, met at Annapolis on the 20th, and commenced the duties assigned them, and continued until the examinations were completed and the several departments of the institution had been fully inspected. As each board of visitors, thus annually appointed, differs in composition from its predecessors, and embraces no continuity of service, it is compelled to rely upon its own investigations, and to report the actual condition of the academy when visited, without that fuller statement of its progress or decline which larger experience and a critical comparison with other visitations might afford. If, however, something is lost in this respect, much is gained by the advantage which freedom from commitment to any particular theories, or to any previously expressed opinions, affords to each board for the exercise of entire independence and impartiality in their criticism and judgment upon whatever subjects come under their observation or discussion. And in this connection we take great pleasure in saying that, while the superintendent and officers of the academy have, with eagerness and courtesy, extended every facility in opening to our view all its departments and details, and in furnishing the results of their experience and their opinions when desired, there has been no effort made to obscure, or to shield from censure, anything faulty in its administration or discipline. Indeed, if there be one characteristic of the institution more striking than another, we believe it may be found in the open, honest, and manly spirit which inspires both officers and pupils.

A proper estimate of the value and usefulness of such an institution as this will depend very much upon a right conception of the object to be obtained, and the necessity of the kind of means employed for securing it. The existence and maintenance of this institution, and of the Military Academy at West Point, themselves declare the public judgment that ordinary schools and colleges do not and cannot furnish the peculiar instruction and training which are required by the military and naval service. Nor is there anything at all singular in maintaining these schools for their special purpose, since we have always recognized the necessity and advantage of separate schools for instruction in law, medicine, and theology; and the increase of knowledge and the multiplication of educational facilities are also bringing into existence separate schools for the study of science and the arts. War is no longer the contest of brute force for the victory on land or sea, but among all civilized nations has been reduced to the three elements of science, aptitude, and skill.

It is to be remembered, however, that all these professional schools contemplate a large amount of previous study, and demand liberal attainments in their

candidates for admission. Nor does the Military Academy form a complete exception, since its members enter at maturer age than to the Naval Academy, and few of them can graduate before attaining their majority. The qualifications for admission are placed at a corresponding standard.

It is a well settled fact that the naval service requires that those who shall become its officers shall be selected at the earliest practicable age, in early youth, while the mind is still impressible and plastic, and before the trusting and receptive period of childhood has wholly passed, and that they shall be immediately subjected to the studies, discipline, traditions, and associations of the service, so as to develop in them such complete taste and preference for as well as skill in their profession as shall secure the best results of well-trained natural endowment. This early selection precludes that maturity of preparation which is required in candidates for professional schools in general; but it is believed that the minimum age now established cannot be materially increased without impairing the final completeness of the professional education. The board are therefore of opinion that this should be recognized as an important and conclusive reason why the course of study in the Naval Academy should embrace so many branches of a good English education as are compatible with the always paramount and more absolute claims of professional study. The years spent here form so large a portion of the school period of one's life, shutting him out from other opportunities for instruction, that failure in this particular would run the hazard of limited and unbalanced development, instead of securing the symmetrical expansion and general culture which form the solid basis for responsible service. We are of opinion, however, that neither department of instruction need be neglected, but that, with more adequate preparation for admission, there is ample time, during the four years' study at the academy and the one year of sea service before the final graduation takes place, to accomplish all that is necessary or expedient in the academic education of midshipmen. The greatest obstacle to the complete success of the institution arises from the imperfect and insufficient preparation of so large a proportion of those who are sent here for admission, and the statistics of failure, (which have been heretofore elaborately collated,) both to enter and to sustain themselves after entering, show this evil to be of so grave a character that we respectfully present, with earnestness and prominence, the necessity, both that the standard of qualifications be raised and that it be adhered to. In view of the great privileges which the academy bestows, and of the small number of the youth of the country, compared to the whole, who can under any circumstances enjoy them, and of the more important consideration that to those who are here educated must be largely intrusted the honor and defence of the nation in future conflicts upon the seas, the government has a right to expect and, we think, ought to demand that no candidate shall be admitted to the academy who is not at least thoroughly instructed in reading, writing, arithmetic, English grammar, and history of the United States, so as to be able to commence immediately with algebra and the French language. These requirements do not exceed the qualifications for entering the ordinary high schools of the country, and are easily attained by boys of common intelligence at the age of fourteen years. How limited even these requirements are, will be seen in contrast with those adopted at the French Imperial Naval School at Brest, where the minimum age for admission is the same as at the Naval Academy, namely, fourteen years; and the maximum one year less than here, or seventeen years. There is required for admission into the French school a knowledge of arithmetic, algebra, geometry, plane trigonometry, applied mathematics, natural philosophy, chemistry, geography, the English language, and drawing. Much has heretofore been said and written in approval of selecting candidates by competitive examination, and could this be universally adopted, it would no doubt operate as a guarantee against absolute failure. But owing to the inconvenience of adopting this method in congress-

sional districts which cover large territory, the want of some uniform standard, and of equal competency on the part of local examiners, as well as the fact that these appointments form part of the political patronage of the country, there is little hope that the mode suggested will speedily, if ever, become general. Moreover, the records of the academy will show that from lack of qualified competitors, or from inaptitude or distaste for the service, candidates selected by competition have sometimes failed to exceed or even to reach the average of success in their respective classes. We are therefore of opinion that security against unfit candidates will soonest be found in the establishment of a proper standard of qualifications, and by making the decisions of the examining board at the academy final. We also recommend that, besides the medical and scholastic examiners, there shall be added two naval officers, especially to decide upon the apparent aptitude of candidates for the naval service. A boy may be physically qualified, and also be intelligent enough to learn all that is required at this institution, and yet lack the essentials to make a good officer. He may have no taste for the profession, or love for the sea; he may be of a nervous or timid temperament, both of which are detrimental to an officer; and he may possess other disqualifications, which would not properly come under the investigations of an examining or medical board.

We have given considerable attention to the course of study pursued at the academy in respect to the number and variety of the branches of which it is composed; their order of arrangement, and their relative valuation upon the rolls. While it is too full and varied for a portion of the pupils to learn thoroughly, it is easily accomplished by the others, and would be by all, if all were suitably prepared on entering; and we think it embraces no more than ought to be required of those who aspire to the privileges which the institution affords. It would not be expedient to lessen the amount of study to meet the deficiencies of the least competent pupils, but to insist upon better preparation. The division of the classes into sections for separate instruction, easily accommodates the course to the different grades of proficiency, the higher divisions being carried through the entire course and to the maximum attainment, and the lower divisions to the maximum required, and as far beyond as they are capable of going. The course of study has been somewhat modified during the past year. Descriptive and analytical geometry and calculus have been made elective studies; that is, not required as essential parts of the course, but are recommended for those who have ability to take them; and the same credits are assigned to them as heretofore in the department of mathematics. The study of astronomy has been reduced to the requirements of practical navigation, and physical geography, history, ethics, and political science are taught more in the form of lectures and less by text-books than before. We think it expedient that chemistry should be taught in the department of philosophy, except so much as relates to steam; that more attention should be paid to drawing, and that mechanical drawing shall be taught by a drawing master. We also think that French should be commenced with the fourth class, and Spanish with the third class; and that Spanish should be taught through the French, and that more time should be given to each.

The department of steam engineering has been greatly amplified during the past year, by the erection and equipment of a large building for illustrating this increasingly important branch of naval education.

In this department three classes of midshipmen are pursuing the study of steam, steam machinery, elementary mechanical drawing, chemistry as involving combustion and corrosion, and the elements of iron steamship construction, in all of which, at the examination witnessed, they exhibited commendable proficiency. The first class was also exercised in the running and management of the large gunboat engines erected in the building, and operated them successfully. No

more seems to have been aimed at in this department than to instruct the midshipmen in the general principles and management of the steam engine, so far as to enable them to understand its condition and use, and to afford them the necessary information to judge of the competency and fidelity of those who are more especially charged with the operations and control of the machinery of a naval steamer. The study of the higher branches of steam enginery, including the designing, construction and repair of engines, has not been attempted in the course of instruction for midshipmen. It having been found impossible to obtain cadet engineers under the law of 1864, a class of sixteen young men, graduates of well known scientific schools, were appointed acting third assistant engineers, and ordered to the academy to receive a two years' course of professional and practical instruction in mechanical engineering. The board was present at the examination of this class, and was impressed with the great theoretical and practical proficiency displayed. It having been proved practicable to induce a class of young men like those above mentioned, possessed of a thorough scientific education already obtained without expense to the government, to join the engineer corps, we are induced to recommend that small classes be formed annually in like manner. The relative value assigned to the different branches, we think, must be left for the most part in practical hands. Seamanship, gunnery, navigation, mathematics, and steam, must always be the leading studies pursued; and of these, seamanship must always be at the head; the equation of the others named, and of the subordinate branches, may be safely left to the superintendent and the academic board. We would, however, suggest that higher valuation and more prominence be given to gunnery than at present, and in this we believe we shall have their concurrence. The number of midshipmen in the academy will now gradually be reduced by operation of the act of Congress of March 2, 1867, to about one-half the present number, and it may then be expedient to carry forward the higher divisions of the several classes in some of the more important branches of study, or to afford facilities to individual members who possess genius and uncommon aptitude for any particular branch, to pursue its study beyond the limits of the ordinary course. We also think it will be found expedient, as changes occur in the academic staff, to fill all such places by appointment of naval officers; and that all officers of instruction, if found competent for their duties, shall be appointed for the term of four years, and that their respective terms of service shall be so arranged as to make the fewest simultaneous changes. The board, in whole or in part, have attended examinations of the several classes in the various studies of the academic course; and have also witnessed exercises in handling large guns on shipboard, including target practice, in reefing sails and stripping ship, in infantry and howitzer drill, fencing, signal practice, practical steam enginery, &c., and the result was generally very satisfactory, and in most cases eminently so.

The officers and instructors appear to be admirably qualified for their positions, and to be earnestly devoted to their work. We were gratified also to witness the alacrity, self-possession and intelligence of the midshipmen, as shown in the clearness, accuracy and promptness of the theoretical examinations, and in the ease, versatility, and endurance which they exhibited in manipulation and practice. The intercourse and relations of the officers and midshipmen appeared to be characterized by respect, confidence and courtesy, and all are animated by a zeal bordering upon enthusiasm in whatever is undertaken. Careful inquiry as to the moral tone of the academy, and the provisions for religious culture, assures us that these interests are sacredly guarded, and that Christian principles and sentiments are faithfully commended to the consciences and hearts of the young men. Many midshipmen acknowledge their appreciation of Christian obligations, and maintain their religious professions with honor and credit.

The general appearance of the academy is excellent; the new purchase, embracing the estate of the government house of the State of Maryland, has been

enclosed within the walls ; simple and inexpensive but beautiful decorations in the items of shrubs, flowers, lawns, and fountains have been made under the direction of the superintendent, and good taste and good order render the surroundings of the academy healthy and attractive to the midshipmen, and go far, as we believe, to increase their contentment and to cultivate their love of the beautiful in art and nature. Our attention was called, by the superintendent, to the necessity of additional purchases of land for officers' quarters, a large number of the officers being still obliged to reside without the walls for want of accommodation within. Our attention was also called to the unsuitable and insecure quarters of some of the midshipmen, it having been necessary to provide temporary safeguards to prevent them from falling ; and also to the necessity for a practical dentist attached to the academy, and a more commodious hospital in a location less subject to the confusion and disturbances incident to a naval station ; which subjects are more fully elaborated and enforced in the report of the sanitary committee of this board, which is appended hereto. The board commend each of these subjects to the attention of the honorable Secretary of the Navy. We also call attention to the opportunity now offered to purchase at a low price a considerable farm lying beyond the grave-yard creek and easily put in communication with the academy. We also think that additional apparatus should be purchased for the department of natural and experimental philosophy ; also that breech-loading muskets should be furnished in place of the old pattern now in use. The board has examined the mess-room, culinary department, laundry, bakery, &c., all of which are in a creditable condition. We have also looked into the commissary department and find that the food supplied is healthy, varied and abundant ; not one complaint has reached us from any midshipman in respect to this or any other provision or point of discipline or instruction during the two weeks and more which we have spent at the academy. Sports and games of various kinds, such as howling, gymnastics, base-ball, boating, dancing, and the drama are provided or allowed, and even many of the practice exercises are so conducted as to render them recreative and refreshing. This wise and felicitous blending and alternation of duty with diversion, of labor with recreation, of confinement to study with vigorous exercise in the open air, is the end of desire and the perfection of discipline in this direction. It sends the glow of physical and mental health through this young family, in which is centred so much of the nation's hope, and purifies the atmosphere in which they dwell by causing the base and forbidden pleasures of appetite and indulgence to yield to the greater attractions of rational enjoyment.

The board takes great pleasure, also, in recording its appreciation of the hospitable and generous liberality with which it has been entertained while engaged in this interesting and pleasant duty. Every provision has been made for our convenience and comfort ; our wishes have all been met, and our wants anticipated and abundantly supplied. We leave the institution not only impressed beyond expectation with its value to the country, with the completeness and thoroughness of its instructions and discipline, with the noble ambitions which it stimulates and sustains, but with most agreeable recollections of its personal comforts and social joys.

We should fail in one of our highest duties, as well as in one of our sincerest gratifications, if we neglected to congratulate the department, and through it the country, upon the eminent fitness of the superintendent of the academy for this commanding and responsible position. His remarkable energy, industry, and vitality spread like inspiration among both officers and pupils, rousing and impelling them with a kindred zeal and a common purpose.

If it be an opportunity rarely enjoyed to mould the character and train the hands of those who shall hereafter carry the flag of their country, as the representative of its power and protection, alike through the channels of peaceful commerce or through the perils of future wars and the glories of future triumphs,

it is equally rare that any country can call to this peerless task one who from his own experience can enforce his teachings with the splendors of historic achievement and challenge the aspiration of his pupils to no higher standard than his own example.

All of which is respectfully submitted.

G. F. PEARSON, *Rear-Admiral, and President of the Board.*

G. V. FOX, *New Hampshire.*

DAN'L B. RIDGELY, *Commodore United States Navy.*

ALEX. H. RICE, *Massachusetts.*

WM. A. DARLING, *New York.*

JNO. N. HAMBLETON, *Paymaster United States Navy.*

W. C. WHITTEMORE, *Connecticut.*

NINIAN PINKNEY, *Surgeon United States Navy.*

WM. SALTER, *Iowa.*

J. C. HOWELL, *Captain United States Navy.*

WM. ROBERTS, *Chief Engineer United States Navy.*

ESTIMATES—1868-'69.

SECRETARY'S OFFICE AND GENERAL SUMMARY.

Estimate of appropriations required for the office of the Secretary of the Navy for the fiscal year ending June 30, 1869.

SALARIES.

Secretary of the Navy, act of March 3, 1853, section 4, 10 Laws, page 212.....	\$8,000
Assistant Secretary of the Navy, act of March 2, 1865, section 4, 13 Laws, page 460..	3,500
Solicitor and naval judge advocate general, act of March 2, 1865, section 1, 13 Laws, page 468.....	3,500
Chief clerk, act of July 5, 1862, section 3, 12 Laws, page 510.....	2,200
One fourth-class clerk, (also as disbursing clerk,) act of July 5, 1862, section 3, 12 Laws, page 510.....	2,000
Six fourth-class clerks, two by act of March 14, 1864, section 6, pamphlet form, page 29, and four by act of March 2, 1865, section 1, 13 Laws, page 454.....	10,800
Five clerks of class three, act of July 5, 1862, section 3, 12 Laws, page 511.....	8,000
Six clerks of class two, three by act of July 5, 1862, section 3, 12 Laws, page 511, and three by act of February 25, 1863, section 2, 12 Laws, page 695.....	8,400
Seven clerks of class one, four by act of July 5, 1862, section 3, 12 Laws, page 511, and three by act of February 25, 1863, section 2, 12 Laws, page 695.....	8,400
One messenger, act of July 5, 1862, section 3, 12 Laws, page 511, and act of June 25, 1864, section 3, 12 Laws, page 160.....	1,000
One assistant messenger, per same acts.....	840
Three laborers, by same acts and act of March 2, 1865, section 1, 13 Laws, page 454.....	2,160
Submitted as addition to salary of chief clerk.....	400
Submitted as addition to salary of assistant messenger and one laborer.....	500
	59,700

CONTINGENT.

Stationery, labor, newspapers, periodicals, and miscellaneous items.....	\$5,000
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Estimate of appropriations for the southwest executive building for the fiscal year ending June 30, 1869.

SALARIES.

One day watchman, act of July 5, 1862, section 3, 12 Laws, page 211, act of June 24, 1864, section 3, 13 Laws, page 160, and act of July 28, 1866, section 7.....	\$720
Four night watchmen, per same acts and act of February 25, 1863, section 2, 12 Laws, page 695, and act of July 28, 1866, section 7.....	2,880
Four ditto, per act of March 2, 1867, pamphlet edition, page 451.....	2,880
Two laborers, act of July 5, 1862, section 3, 12 Laws, page 211, &c., one at \$720, the other at \$432.....	1,152
	7,632

CONTINGENT.

Labor, fuel, lights, and miscellaneous items.....	\$7,500
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Summary estimates for salaries and contingent for the Navy Department and bureaus, and southwest executive building, for the fiscal year ending June 30, 1869.

	Estimate for 1868-'69.	Appropriation for 1868-'67.
Secretary's office—		
Salaries.....	\$59,700	\$58,800
Contingent.....	5,000	5,000
Bureau of Yards and Docks—		
Salaries.....	17,040	16,240
Contingent.....	1,800	1,800
Bureau of Equipment and Recruiting—		
Salaries.....	16,920	14,920
Contingent.....	1,000	750
Bureau of Navigation—		
Salaries.....	12,229	10,220
Contingent.....	2,400	2,400
Bureau of Ordnance—		
Salaries.....	17,380	16,620
Contingent.....	1,300	1,300
Bureau of Construction and Repair—		
Salaries.....	18,220	17,820
Contingent.....	1,500	1,000
Bureau of Steam Engineering—		
Salaries.....	13,820	13,620
Contingent.....	1,500	2,500
Bureau of Provisions and Clothing—		
Salaries.....	22,520	22,120
Contingent.....	1,500	1,500
Bureau of Medicine and Surgery—		
Salaries.....	11,420	11,420
Contingent.....	800	800
Southwest executive building—		
Salaries.....	7,632	7,632
Contingent.....	7,500	7,500
Total.....	221,172	213,962

Summary statement of appropriations required for the navy and marine corps for the fiscal year ending June 30, 1869.

Objects.	Contingent of the Navy.	Bureau of Yards and Docks.	Bureau of Equipment and Recruiting.	Bureau of Navigation.	Bureau of Ordnance.	Bureau of Construction and Repair.	Bureau of Steam Engineering.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Marine corps.	Aggregates.
Pay of the navy.....	\$10,000,000										\$10,000,000
Navy yards.....		\$10,141,038 00	\$4,500,000	\$6,160,560 00							10,141,038 00
Pay of apprentices, &c.....		138,874 25	36,000		\$27,800 00	\$77,120	\$48,800	\$51,603 50	\$63,575		10,443,772 75
Coal, hemp, and equipments.....			3,000,000								3,000,000 00
Navigation and navigation supplies.....				312,850 00							312,850 00
Naval Academy.....				291,579 40							291,579 40
Naval Observatory and Nautical Almanac.....				46,570 00							46,570 00
Ordnance.....				2,077,372 00	2,077,372 00						2,077,372 00
Ordnance buildings and magazines.....				294,963 75	294,963 75						294,963 75
Maintenance of the navy.....						8,690,000					8,690,000 00
Steam machinery, masts, &c.....						4,400,000	4,400,000				8,800,000 00
Provisions and clothing.....							3,400,000 00	3,400,000 00			6,800,000 00
Hospitals and Naval Laboratory.....	\$100,000	1,232,500 00	500,000						141,000		1,832,500 00
Contingent.....											1,832,500 00
Marine corps.....	100,000	11,512,412 25	8,036,000	6,811,559 40	2,370,135 75	8,767,120	4,448,800	3,451,603 50	204,575	\$1,614,978 05	1,614,978 05
Total.....	100,000	11,512,412 25	8,036,000	6,811,559 40	2,370,135 75	8,767,120	4,448,800	3,451,603 50	204,575	1,614,978 05	47,317,183 95

BUREAU REPORTS.

BUREAU OF YARDS AND DOCKS.

NAVY DEPARTMENT, BUREAU OF YARDS AND DOCKS,

October 1, 1867.

SIR: Agreeably to your order of the 15th of August, 1867, I have the honor to submit a report of work performed at the several navy yards, with the expenditures thereon, for the past fiscal year, with estimates for improvements, repairs, and contingent expenses for the fiscal year ending June 30, 1869.

The amount estimated for the next fiscal year appears large; but when it is considered that nothing was appropriated for improvements for the present fiscal year, the sum total for all the yards and stations will not surprise you. Most of the objects asked for in this estimate were presented last year and rejected by Congress.

The immense expenditure for construction, repairs, and machinery performed outside of the yards during the rebellion has shown the necessity of more enlarged accommodations in our own establishments, where the work is more reliably done and with less expense.

Our principal navy yards are too circumscribed in area for the erection of large and expensive improvements, and it is to be regretted that Congress has not heretofore provided for this enlargement. Seavey's island has been added to the Portsmouth yard, which will afford extended accommodations for improvements at that station.

At Boston Congress has refused to grant appropriations for the purchase of important water front to that yard. We ask now for an appropriation to extend the yard for the purpose of making room for the erection of necessary buildings and abating a nuisance of a livery stable adjoining the yard.

At New York the purchase of the Ruggles property has been consummated by virtue of a joint resolution of Congress authorizing payment, without the consent of the legislature, that body having in two successive sessions failed to grant to the United States jurisdiction over the same, as requested.

No improvements have been estimated for at Philadelphia, for the reason that League island is under consideration for a naval station.

Washington as a manufacturing yard requires more room, and it is hoped appropriations will be granted to extend it.

Norfolk has been, and probably will again be, one of the most important naval stations in this country. It is presumed that this yard will be re-established, and it is hoped that appropriations will be granted to build it up as speedily as possible.

Pensacola, the only navy yard or depot in the Gulf, requires much outlay to re-establish it for the necessary accommodation of vessels in the Gulf.

Mare island is an important station, but the very high price of gold, in which supplies and labor are paid for, is a great drawback to improvements there, and renders payment embarrassing, as salaries there are appropriated in currency, and per-diem labor in coin, which at times causes complaints by the salaried employés, the disparity in payment being very large.

For report of the condition and expenditures at the different yards and stations, I commence with Portsmouth, N. H.

PORTSMOUTH.

The works of improvement which have been completed at this yard during the fiscal year ending 30th June, 1867, are: condenser, iron foundry, plumbers', coppersmiths' and tin-shops, grading, gutters and drains, siding mill, fitting and furnishing plumbers', coppersmiths' and tin shops, enlarging office building, shop for iron-cladding and railway, &c., for floating dry dock.

These works have all been completed in a substantial manner and are in successful use. The amount expended upon the several objects during the fiscal year is: for materials \$5,809 64, and for labor \$36,932 06, making an aggregate of \$42,741 70.

The improvements which have been in progress during the year, but which are not yet completed, are: quay walls, machinery and tools, road and timber slips, oakum store, and repairs of all kinds. The amount expended upon these objects during the year is: for materials \$25,013 15, and for labor \$54,798 31, making an aggregate of \$79,811 46.

The work upon these objects has progressed in a satisfactory manner, and as rapidly as the funds allotted would permit. The work on one of the most important objects, the quay wall, has been suspended in consequence of the exhaustion of the funds.

There has been expended at this yard during the fiscal year for objects coming under the head of "contingent" the sum of \$123,777 29.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, for the especial use of the Bureau of Construction and Repair, viz: ship-house, 350 by 140, over railway, joiners' shop over timber shed No. 27, saw-mill 150 by 80 feet, iron-plating shop 300 by 100 feet, and timber shed 215 by 65 feet, amounting in the aggregate to \$293,000.

For the Bureau of Steam Engineering an estimate is submitted for machine shop, foundry, boiler shop, forge and smiths' shop, and for grading, amounting to \$150,000.

For the Bureau of Yards and Docks, and for general purposes, estimates are submitted for timber shed, joiner shop, and storehouse, quay wall, grading, gutters and drains, and for repairs of all kinds, amounting in the aggregate to \$274,828. The total amount estimated for this yard being \$717,828.

Most of the objects estimated for at this yard were asked for last year; the necessity for them still exists, and in an increased degree, and therefore the estimates are again submitted, and the appropriations are strongly urged. Until recently this yard was of very limited area, and great inconvenience and loss have been incurred in consequence of the want of proper workshops and the insufficiency of working ground, but since the enlargement of the yard by the purchase of Seavey's island there is ample space for all the requirements of the service at this station, and it is hoped that Congress will furnish the means to render this valuable addition to the yard available for useful purposes.

BOSTON.

The improvements which have been completed at this yard during the fiscal year ending the 30th June, 1867, are: paving and draining at new shops, coal shed for foundry, smithery, &c., house foundation and heavy hammer, steam fire-engine, addition to stable, and miscellaneous improvements. The amount expended on these objects during the year is: for materials \$21,143 88, and for labor \$67,406 88, making an aggregate of \$88,550 76.

These works have been completed in a substantial and permanent manner, and are in successful use.

The works which have been in progress during the fiscal year, but which are not yet completed, are: ropewalk machinery and spinning preparation, exten-

sion of shear wharf, paving and draining around dry dock, railroad tracks, tools and machines for machine shop, filling in portion of timber dock, and repairs of all kinds. The amount expended upon these objects during the first fiscal year is : for materials \$77,731 02, and for labor \$133,723 45, making an aggregate of \$211,454 47.

Several of these works will probably be completed during the year 1867, and the others are well advanced.

There has been expended at this yard during the year for objects coming under the head of contingent the sum of \$274,672 60.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, for the especial use of the Bureau of Construction and Repair, viz: iron-plating shop, blacksmith shop, iron store, coal shed, paint shop, galvanizing shop, marine railway and cradle, boom derrick, improvement to joiners' shop, saw-mill, ship-house, two pile wharves, and repairs of buildings, amounting to \$715,000.

For the Bureau of Steam Engineering estimates are submitted for extension of machine shop, extension of foundry, erecting shop, general store, iron and metal store, two coal sheds, paving tracks, and water pipes, large crane, filling in and foundations, and for repairs, amounting in the aggregate to \$416,850.

For the Bureau of Equipment and Recruiting estimates are submitted for completing second story of ropewalk, improvement in tarring house, and for rigging loft, amounting to the sum of \$350,910.

For the Bureau of Ordnance estimates are submitted for smithery, brass foundry, tinner's and painters' shop, house for fitting sights and locks to guns, grading and paving, and for fire-proof doors and shutters to ordnance building, amounting in the aggregate to the sum of \$72,550.

For the Bureau of Provisions and Clothing estimates are submitted for Tuft's safety elevator and boiler, amounting to \$4,000.

For Bureau of Navigation an estimate is submitted for a building for the storage of oils, amounting to \$15,343.

For Bureau of Yards and Docks, and for general purposes, estimates are submitted for quay wall, entrance gateway, dredging channels, engineer's shop and storehouse, muster-office building, extension of storehouse No. 15, drains, paving, and flagging, filling low places, land for officers' houses, seven houses for officers, boat landing, filling in timber dock, repairs of dry dock, and for repairs of all kinds, amounting in the aggregate to the sum of \$807,482.

The total amount estimated for all the bureaus at this yard is \$2,382,135.

A large number of these objects were estimated for last year, and in the bureau's report the especial reasons for each object were given. The appropriations are still greatly needed. This large and important yard possesses many facilities for the execution of the public work, but is still deficient in many important particulars to put it on an equal footing with what might be called a first-class establishment. Several large vessels are now building, and a number of others are fitting out at this yard, and the extra cost incurred from the want of proper facilities and means for executing the work expeditiously and economically would go far towards providing those facilities for future operations.

These buildings and other improvements must be constructed at some period, and the sooner it is done the greater will be the saving to the government.

The events of the last six years have proved that our yards are too circumscribed, and how sadly our navy yards are deficient in the means to build and sustain a large navy, and it is the part of wisdom to provide them at once before the recurrence of similar exigencies.

NEW YORK.

The improvements which have been completed at this yard during the fiscal year ending 30th June, 1867, are: hoisting apparatus, new derrick, rebuilding

dry dock, quay wall at saw-mill, railways, filling low places, machinery for pattern, boiler, and machine shops, repairs of engines in machine shop, general increase of machinery, special repairs, and protecting unfinished buildings. The amount expended upon these various objects during the fiscal year is: for materials \$51,348 73, and for labor \$91,211 22, making an aggregate of \$142,559 95.

The works which have been in progress during the fiscal year, but which are not yet completed, are: dredging channels, repairs to ship houses, extension of sewer, chain cable shop, quay wall at sewer, improvements at dry dock, machine shop extension, iron-plating shop, receiving store, launching ways, ship house D, launching ways for steamers, large chuck lathe, machinery for iron-plating shop, machinery for machine shop extension, addition to joiners' shop, three steam hammers, muster office addition, and repairs of all kinds.

Upon these various objects there has been expended during the fiscal year for materials \$160,654 41, and for labor \$265,260 63, making an aggregate of \$425,915 04.

The work upon these numerous objects has been prosecuted with vigor, and the progress made during the year is quite satisfactory.

The amount expended during the year for objects coming under the head of "contingent" is \$295,929 51.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, for the particular use of the Bureau of Construction and Repair: estimates are submitted for iron-plating shop, timber and knee basin, ship house and launching ways, two timber sheds, and paint shop, amounting in the aggregate to the sum of \$1,485,870.

For the Bureau of Steam Engineering estimates are submitted for machine shop, main building, boiler shop, and erecting shop, amounting to \$805,410.

For the Bureau of Equipment and Recruiting an estimate of \$74,664 is submitted for establishing a coal depot.

For the Bureau of Yards and Docks, and for general purposes, estimates are submitted for quay wall towards Vanderbilt avenue, dredging channels, and filling low places, drains, paving and flagging, Bulkley's patent lumber dryer, four houses for commissioned officers, yard railway, yard wall, police station, four houses for warrant officers, water pipes and hydrants, quay wall at new derrick, basin for sectional dock, and for repairs of all kinds, amounting in the aggregate to the sum of \$1,547,770.

The total amount estimated for improvements and repairs for all the bureaus at this yard is \$3,913,714.

At this important yard an immense amount of work is being done; the wharves are crowded with vessels, and the demands upon the different workshops are greater than can be promptly supplied by the present small and comparatively inefficient shops.

The naval establishment at this, the largest commercial port of the country, should be extensive and as complete in its arrangements and facilities as possible, and to make it so large appropriations are required.

Most of the objects above named were estimated for last year, but Congress failed to make any appropriations for them; some of the works had been commenced under former appropriations, but in consequence of the insufficiency of the funds, their completion is delayed and the work liable to injury. The occasional suspension of operations on these objects greatly increases their cost, and it is of the utmost importance that they should be kept steadily in progress until finally completed.

It is hoped that Congress will recognize the necessity for putting this important station in a proper and efficient condition at an early day, and will grant liberal appropriations to consummate that object.

PHILADELPHIA.

The improvements which have been completed at this yard during the fiscal year ending 30th of June, 1867, are: saw-mill, and extension of south pier 100 feet. The amount expended upon these objects during the fiscal year is: for materials \$21,844 64, and for labor \$2,431 41, making an aggregate of \$24,276 05.

The works which have been in progress, but which are not yet completed, are: dry dock, dredger, brick wall to new purchase, filling in bulkhead, and repairs of all kinds. The amount expended upon these objects during the fiscal year is: for materials \$41,887 22, and for labor \$43,677 21, making an aggregate of \$85,564 43.

The amount expended during the fiscal year for objects coming under the head of contingent is \$113,556 92.

Estimates for the fiscal year ending June 30, 1869, are submitted for the following objects, viz: for lightning rods to yard buildings, and for repairs of all kinds, amounting to the sum of \$88,883.

In view of the proposed removal of this yard to League island, it is deemed not necessary to ask for any appropriations for permanent improvements at this station. The amounts asked for are for the proper care and preservation of the public property.

WASHINGTON.

The improvements which have been completed at this yard during the fiscal year ending June 30, 1867, are: extension of copper rolling-mill, new cradle for marine railway, paint shop, smithery, and extension of iron foundry. The amount expended during the year is: for materials \$29,307 32, and for labor \$20,746 39, making an aggregate of \$50,053 71.

The works which have been in progress during the year, but which are not yet completed, are: dredging channels, gas works, machinery and tools, yard rail tracks, depot for coal, and repairs of all kinds.

Upon these objects there has been expended during the fiscal year, for materials \$92,465 73, and for labor \$75,344 86, making an aggregate of \$167,810 59.

The amount expended at this yard during the fiscal year for objects coming under head of contingent is \$178,419 10.

Estimates are submitted for the fiscal year ending June 30, 1869, for the following objects for the Bureau of Equipment and Recruiting, for coal depot, and building for manufacturing of wire rope, amounting to \$59,354.

For Bureau of Ordnance an estimate is submitted for the removal of the experimental battery, amounting to \$14,900.

For the Bureau of Yards and Docks, and for general purposes, estimates are submitted for rail tracks, flagging and draining, extension of yard west, coal wharf, five houses for officers, and for repairs of all kinds, amounting to the sum of \$392,161.

The aggregate amount estimated for all the bureaus is \$426,415.

A large portion of the amount asked for this yard is for an extension of its limits west. On several occasions, heretofore, an appropriation has been urged, but without success.

This yard was found to be of immense service during the past six years, and the necessity for its extension became more apparent; there are already a number of extensive shops well supplied with machinery for the manufacture of various important articles for the service, but very limited area for working ground outside the buildings, and for sites for other buildings, is a source of great inconvenience and expense.

The purchase of this land is very desirable, and indeed without it the yard cannot be brought to that state of usefulness and efficiency which the necessities of the service require. The other objects estimated for are greatly needed, and it is earnestly hoped that the appropriations will be granted.

NORFOLK.

The improvements which have been completed at this yard during the fiscal year ending 30th June, 1867, are: carpenter's shop, entrance buildings Nos. 19 and 37, building No. 11, boat-shed No. 29, timber sheds Nos. 30 and 31, naval store No. 15, and building No. 13. These buildings have, most of them, been built by contract, and the amount expended upon them during the year is \$250,965 81.

The works which have been in progress during the fiscal year, but which are not yet completed, are: stables, dredging, railroad tracks, wharves, machinery and tools, and repairs of all kinds.

There has been expended upon these objects during the year, for materials \$39,608 30, and for labor \$12,722 64, making an aggregate of \$52,330 94.

The amount expended during the year for objects coming under the head of contingent is \$85,055 19.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, viz: for the particular use of the Bureau of Construction and Repair, timber shed and oakum loft, storehouse for tar, pitch and rosin, two timber sheds, iron-plating shop, storehouse for galleys, iron and plumbing, and ship house No. 48, amounting to the sum of \$334,073.

For the Bureau of Steam Engineering, estimates are submitted for storehouse for oils, spirits turpentine, &c., amounting to \$25,456.

For the Bureau of Yards and Docks and general purposes, estimates are submitted for stables, rail tracks, eight houses for officers, and for repairs of all kinds, amounting to \$286,616.

The aggregate amount estimated for all the bureaus is \$646,145.

This is one of our most important navy yards, and having been utterly destroyed during the war, large appropriations are needed annually for some time to place it in a state of efficiency. Several of the buildings have been reconstructed, and the facilities provided have been such as to enable the department to repair and refit a large number of vessels, but still there is a large deficiency in workshops, storehouses, timber sheds, and the various appendages necessary to constitute a complete navy yard. Congress at its last session failed to make any appropriation whatever for this yard, and consequently the department has not the means to provide for the repairs of the existing works or to meet any expense for their care and protection from injury from any cause. In view of the very great importance of this yard, it being the only navy yard on the Atlantic coast south of that at Washington, it is hoped that Congress will furnish the means to put it in a condition commensurate with its importance to the service.

PENSACOLA.

The improvements which have been completed at this yard during the fiscal year ending 30th June, 1867, are: smiths' shop, coal wharf, muster office, kitchens Nos. 1, 7, 8, 9 and 10, dwelling at live oak plantation, and rail tracks.

There has been expended upon these objects during the year, for materials \$9,127, and for labor \$25,013, making an aggregate of \$34,140.

The works which have been in progress during the year, but which are not yet completed, are: storehouse No. 25, new gate to dock basin, and repairs of all kinds. Upon these objects there has been expended during the year, for materials \$37,344 36, and for labor \$75,508 47, making an aggregate of \$112,852 83.

The amount expended during the fiscal year for objects coming under the head of contingent is \$40,082 71.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, for the especial use of the Bureau of Construction and Repairs:

mould loft and constructor's workshop, smiths' and armor-plating shop, spar shed and ship-joiners' shop, oakum loft and pitch-boiling house, and saw-mill and block shop, amounting in the aggregate to \$187,652.

For Bureau of Steam Engineering, estimates are submitted for smiths' shop and foundry, and iron and coal house, amounting to \$29,146.

For Bureau of Equipment and Recruiting, estimates are submitted for coal house, timber shed and sail loft, and timber shed and rigging loft, amounting to \$191,444.

For Bureau of Ordnance, estimates are submitted for ordnance workshops and storehouses, and for shell house and rail tracks, amounting to \$99,327.

For the Bureau of Yards and Docks and for general purposes, estimates are submitted for saw-mill and joiners' shop, guardhouse and prison, commandant's and other offices, blacksmiths' shop, three kitchens for officers' quarters, rail tracks, grading avenues and laying sidewalks, paint shop, storehouse, quarters for ordinary, commandant's quarters, fourteen houses for officers, four houses for warrant officers, care and improvement of live-oak plantation, large iron crane, Bulkley's patent lumber drier and patent right, and for repairs of all kinds, amounting in the aggregate to the sum of \$749,316.

The total amount of estimates for all the bureaus at this yard is \$1,256,885.

This important yard, the only station on the Gulf of Mexico, was entirely destroyed during the war, and since then but little has been done towards restoring it to its former condition. It is very desirable that means should be provided to place this yard at least in a condition to supply the wants of the squadron in that vicinity, for without facilities there, all vessels suffering damage from storms and other causes must necessarily travel long journeys to reach yards where their injuries may be repaired and wants supplied.

MARE ISLAND.

No report having been received from this yard, the bureau is unable to state the progress made upon the various objects during the year.

The amount expended upon the improvements and for repairs of all kinds during the fiscal year is, for materials \$172,835 17, and for labor \$199,252 70, making an aggregate of \$372,087 87.

The amount expended during the fiscal year for objects coming under the head of contingent is \$136,646 85.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the following objects, for the particular use of the Bureau of Construction and Repair: spar and boat house No. 27, commencing timber shed, and for paint shop, amounting to the sum of \$182,023.

For Bureau of Equipment and Recruiting, an estimate is submitted for chain-cable and anchor shop, amounting to \$72,850.

For Bureau of Yards and Docks and for general purposes, estimates are submitted for continuation of quay wall, officers' houses Nos. 10 and 12, grading and paving, bath-rooms for six officers' houses, and for repairs of all kinds, amounting to the sum of \$275,560.

The total amount of estimates for all the bureaus at this yard is \$530,433.

This navy yard, being the only station on the Pacific coast, is of much importance, and it is highly necessary that it should be brought into a state of efficiency to meet the requirements of the service at that distant point.

Some progress has been made in the construction of the various buildings necessary for a navy yard, but many other buildings are needed, and it is hoped that Congress will see the propriety of appropriating the means for their erection. The works estimated for have been reported before and appropriations asked, but without success.

KEY WEST.

The amount expended at this station during the past fiscal year, for the repairs of the wharves and buildings, is \$806 59.

Estimates are submitted for the fiscal year ending 30th June, 1869, for the construction of a coal shed for the Bureau of Equipment and Recruiting, \$10,000, and for repairs of all kinds \$6,000, making an aggregate for the station of \$16,000.

SACKETT'S HARBOR.

The expenditures at this station during the fiscal year ending the 30th June, 1867, have been for the usual and necessary repairs of the buildings, docks, roads, and fences, and amount to the sum of \$2,214 43.

For objects coming under the head of contingent there has been expended during the year \$150 86.

For the necessary repairs of buildings and wharves and the proper care of the public property during the fiscal year ending 30th June, 1869, there will be required the sum of \$4,000.

MOUND CITY.

The only object of improvement completed at this station during the fiscal year ending 30th June, 1867, is the construction of a levee in front of the public property; this work has been done by contract at an expense of \$6,500.

Under the head of emergencies at naval stations, there has been expended during the fiscal year the sum of \$7,848 03.

The amount expended during the fiscal year for objects coming under the head of contingent is \$11,870 71.

Estimates are submitted for the repairs of levee, and general care and preservation of buildings, during the fiscal year ending 30th June, 1869, amounting to the sum of \$55,000.

At this station there are a number of iron-clad vessels laid up, and some of them undergoing slight repairs; there are but few buildings at the station and those much damaged by recent floods, and the amount estimated will be required for their repairs and the proper care and preservation of public property.

NAVAL ASYLUM.

There were on the 1st of July, 1866, one hundred and fifty-nine persons, including officers and attendants, borne on the rolls of the asylum.

Eight beneficiaries have been admitted, six have died, two have been dismissed, and two have been sent to the insane asylum, during the fiscal year ending 30th June, 1867.

The affairs of the institution have been managed in the usual judicious, economical, and humane manner during the fiscal year, and the officers in charge have exerted themselves to render the beneficiaries as comfortable and contented as possible.

The beneficiaries generally conduct themselves properly, and seem to appreciate the benefits they derive from this comfortable home in their old age. Cases of insubordination sometimes occur, but these are promptly corrected by the rigid enforcement of the rules for the government of the institution.

The amount expended for the usual annual repairs, cleaning and whitewashing, water and gas, &c., is \$9,031 77.

The expenses of the institution for the support of the beneficiaries and pay of officers and attendants during the fiscal year are as follows :

Subsistence.....	\$22,037 99
Clothing, tobacco, &c.....	7,502 31
Miscellaneous items.....	6,042 13
Officers and attendants.....	25,313 04
	<hr/>
Aggregate.....	60,895 47
	<hr/> <hr/>

The total amount expended during the fiscal year is \$69,927 24.

The amount estimated for the support of the institution during the fiscal year ending 30th June, 1869, is for furniture and repairs of the same, house-cleaning and whitewashing, furnaces, grates and ranges, gas and water rent, general improvements and repairs, and for the support of the beneficiaries, \$63,600.

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

JOS. SMITH, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Schedule of papers accompanying the report of the Chief of the Bureau of Yards and Docks to the Secretary of the Navy, dated October 1, 1867.

- A.—General estimates for yards and docks.
 No. 1.—Estimates for the support of the bureau.
 No. 2.—Estimates for officers and others at yards and stations.
 No. 3.—Statement showing the sums which make up the first item of Y. & D. A.
 No. 4.—Estimate for improvement and repairs at yards and stations.
 No. 5.—Estimate for repairs of all kinds, showing the sums which make up the amounts under this head in Y. & D. No. 4.
 No. 6.—Statement of expenditures under the head of contingent during the past fiscal year, and estimates for the same for the fiscal year ending June 30, 1869.
 No. 7.—Estimates of appropriations under the cognizance of the Bureau of Yards and Docks, required for the service of the fiscal year ending June 30, 1869.
 No. 8.—Abstract of offers for supplies for the fiscal year ending June 30, 1868

JOS. SMITH, *Chief of Bureau.*

BUREAU OF YARDS AND DOCKS, *October 1, 1867.*

Y. & D. A.

General estimate of the Bureau of Yards and Docks for the fiscal year ending June 30, 1866 in addition to the balances remaining unexpended July 1, 1866.

	Estimated for the year ending June 30, 1866.	Estimated for the year ending June 30, 1866.
1. For the pay of civil engineers, and all the civil establishments of the several navy yards and Naval Asylum, (see Y. & D. No. 3)	\$138,874 25	\$158,967
2. For the improvements and repairs at the navy yards, stations, and Naval Asylum, (see Y. & D. No. 4).....	10,141,038 00	7,712,075
3. For contingent expenses that may accrue during the fiscal year, for the following purposes, viz: For freight and transportation of materials and stores for Bureau of Yards and Docks purposes; for printing, stationery, and advertising for Bureau of Yards and Docks purposes, including the commandant's office; for books, models, maps, and drawings for Bureau of Yards and Docks purposes; for purchase and repairs of fire engines; for machinery, and patent right to use the same, for Bureau of Yards and Docks purposes; for repairs on steam engines and attendance on the same, for Bureau of Yards and Docks purposes; for purchase and maintenance of oxen and horses and driving teams; for carts and timber wheels for navy yard purposes, and tools and repairs of same, for Bureau of Yards and Docks purposes; for postage on letters on public service, and telegrams; for furniture for government houses and offices in navy yards; for coal and other fuel for Bureau of Yards and Docks purposes; for candles, oils, and gas for Bureau of Yards and Docks purposes; for cleaning and clearing up yard and care of buildings; for attendance on fires, lights, fire engines, and apparatus; for incidental labor at navy yard for Bureau of Yards and Docks purposes; for water tax, and for tolls and ferriages for Bureau of Yards and Docks purposes; for pay of the watchmen in the yard; for flags, awnings, and packing boxes for Bureau of Yards and Docks purposes, (see Y. & D. No. 6)	1,232,500 00	1,067,000
Total	11,512,412 25	8,938,042

BUREAU OF YARDS AND DOCKS.

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, 1869.

For salary of civil engineer, per act of March 3, 1863, Statutes at Large, pamphlet edition, chapter 118, section 1, page 818.....	\$3,000
For salary of chief clerk, fourth class, per act of July 5, 1862, Statutes at Large, pamphlet edition, chapter 134, section 3, page 511	1,800
For salaries of one clerk of class four; two clerks of class three; one clerk of class two, and one clerk of class one, per act of July 23, 1866, section 8, and March 2, 1867	7,600
For salary of draughtsman, per act of July 23, 1866, section 8, and March 2, 1867	1,800

For salary of messenger, per act of June 25, 1864	\$1,000
For wages of two laborers, one for the bureau, the other for the office of the engineer and draughtsman, per act of June 25, 1864.....	1,440
	<hr/>
	16,64
For amount respectfully submitted as increase of salary of chief clerk	400
	<hr/>
Total.....	17,040
	<hr/>
Appropriated for the year ending June 30, 1868.....	\$16,240

CONTINGENT EXPENSES.

For stationery, books, plans, drawings, and incidental labor.....	\$1,800
	<hr/>
Appropriated for the year ending June 30, 1868.....	\$1,800

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 2.

Estimate of the pay of civil officers at navy yards and Naval Asylum, for the fiscal year ending June 30, 1866.

PORTSMOUTH, N. H.

1 assistant civil engineer, at \$6 per diem.....	\$1,878
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay-rolls and mustering clerk.....	1,400
1 receiver and inspector of stores.....	1,400
1 writer to receiver and inspector, at \$3 per diem	939
1 clerk to commandant, (acts 17th April and 28th July, 1866).....	1,500
1 clerk (second) to commandant.....	1,000
1 chief accountant.....	1,800
1 clerk to chief accountant	1,200
1 gate-keeper and detective.....	1,000
1 messenger.....	600
	<hr/>
Total.....	15,317

BOSTON.

1 civil engineer.....	\$2,500
1 superintendent of improvements, at \$5 per diem.....	1,565
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay-rolls and mustering clerk.....	1,500
1 receiver and inspector of stores.....	1,500
1 writer to receiver and inspector, at \$3 per diem	939
1 clerk to commandant.....	1,500
1 clerk (second) to commandant	1,200
1 clerk (third) to commandant.....	1,000
1 chief accountant.....	1,800
1 clerk to chief accountant.....	1,200
1 gate-keeper and detective.....	1,000
1 messenger.....	600
	<hr/>
Total.....	18,904

NEW YORK.

1 civil engineer.....	\$2,500 00
1 assistant civil engineer.....	1,500 00
1 draughtsman to civil engineer.....	1,400 00
1 clerk to civil engineer.....	1,200 00
1 clerk of pay-rolls and mustering clerk.....	1,500 00
1 receiver and inspector of stores.....	1,500 00
1 writer and weigher to receiver and inspector, at \$3 per diem.....	939 00
1 clerk to commandant.....	1,500 00
1 clerk (second) to commandant.....	1,200 00
1 clerk (third) to commandant.....	1,000 00

REPORT OF THE SECRETARY OF THE NAVY



1 chief accountant.....	1,800 00
1 clerk to chief accountant.....	1,500 00
1 gate-keeper and detective, at \$4 per diem.....	1,252 00
1 superintendent and carrier of mails, at \$2 75 per diem.....	860 75
1 messenger.....	600 00
Total.....	19,951 75

PHILADELPHIA.

1 superintendent of yard improvements, at \$6 per diem.....	\$1,878
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay rolls and mustering clerk.....	1,500
1 receiver and inspector of stores.....	1,500
1 writer to receiver and inspector, at \$3 per diem.....	939
1 clerk to commandant.....	1,500
1 clerk (second) to commandant.....	1,200
1 chief accountant.....	1,800
1 clerk to chief accountant.....	1,200
1 gate-keeper and detective.....	1,000
1 messenger.....	610
Total.....	15,717

NAVAL ASYLUM, PHILADELPHIA.

1 secretary to governor.....	\$1,000
1 steward to the asylum.....	750
1 matron.....	300
6 washers, at \$120 each.....	720
1 cook.....	168
2 assistant cooks, one at \$120 and one at \$96.....	216
6 laundresses, at \$120 each.....	720
8 scrubbers and house cleaners, at \$96 each.....	768
4 laborers, at \$240 each.....	960
1 master-at-arms.....	300
1 ship's corporal.....	240
Total.....	6,142

WASHINGTON.

1 civil engineer.....	\$2,000
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay rolls and mustering clerk.....	1,500
1 receiver and inspector of stores.....	1,500
1 writer to receiver and inspector, at \$3 per diem.....	939
1 weigher to receiver and inspector, at \$3 per diem.....	939
1 clerk to commandant.....	1,500
1 clerk (second) to commandant.....	1,200
1 chief accountant.....	1,800
1 clerk to chief accountant.....	1,200
1 gate-keeper and detective.....	1,000
1 mail messenger.....	1,000
1 porter.....	600
Total.....	17,778

NORFOLK.

1 civil engineer.....	\$2,000
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay-rolls and mustering clerk.....	1,500
1 receiver and inspector of stores.....	1,500
1 writer to receiver and inspector, at \$3 per diem.....	939
1 clerk to commandant.....	1,500
1 clerk (second) to commandant.....	1,200

1 chief accountant.....	\$1,800
1 clerk to chief accountant.....	1,200
1 gate-keeper and detective.....	1,000
1 messenger.....	600
Total.....	<u>15,839</u>

PENSACOLA.

1 civil engineer.....	\$2,000
1 draughtsman to civil engineer.....	1,400
1 clerk to civil engineer.....	1,200
1 clerk of pay-rolls and mustering clerk.....	1,500
1 receiver and inspector of stores.....	1,500
1 writer to receiver and inspector, at \$3 per diem.....	939
1 clerk to commandant.....	1,500
1 clerk (second) to commandant.....	1,200
1 gate-keeper and detective.....	1,000
Total.....	<u>12,239</u>

MARE ISLAND:

1 civil engineer.....	\$3,200 00
1 assistant civil engineer and draughtsman.....	1,800 00
2 writers to civil engineer, each \$3 50 per diem.....	2,191 00
1 clerk of pay-rolls and mustering clerk.....	1,875 00
1 receiver and inspector of stores.....	2,000 00
1 writer to receiver and inspector, at \$3 50 per diem.....	1,095 50
1 clerk to commandant.....	1,875 00
1 clerk (second) to commandant.....	1,200 00
1 gate-keeper and detective.....	1,000 00
1 messenger.....	750 00
Total.....	<u>16,986 50</u>

RECAPITULATION.

Place.	Asylum.	Civil.	Aggregate.
Portsmouth, N. H.....		\$15,317 00	\$15,317 00
Boston.....		18,904 00	18,904 00
New York.....		19,951 75	19,951 75
Philadelphia.....	\$6,142	15,717 00	21,859 00
Washington.....		17,778 00	17,778 00
Norfolk.....		15,839 00	15,839 00
Pensacola.....		12,239 00	12,239 00
Mare island.....		16,986 50	16,986 50
Total.....	6,142	132,738 25	<u>138,874 25</u>

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 3.

Statement showing the several sums which make up the amount of the first item in the general estimate from the Bureau of Yards and Docks for the fiscal year ending 30th June, 1869, marked "Y. & D., A."

For the civil branch at all the yards and stations.....	\$132,738 25
For the Naval Asylum at Philadelphia.....	6,142 00
Total.....	<u>138,874 25</u>

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 4.

Estimates of the amounts that will be required towards the construction and completion of works and the current repairs at the several navy yards, naval stations, and the Naval Asylum at Philadelphia, for the fiscal year ending 30th June, 1869 :

PORTSMOUTH, N. H.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For ship house, 350 by 140 feet, over railway.....	\$100,000	
joiner's shop over timber shed No. 27.....	23,000	
saw mill, 150 feet by 80 feet.....	60,000	
iron-plating shop, 300 by 100 feet.....	75,000	
timber shed, 215 by 65 feet.....	35,000	
		<hr/>
		\$293,000

FOR BUREAU OF STEAM ENGINEERING.

For machine shop, foundry, boiler shop, forge and smith's shop, and for grading..	150,000
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FOR BUREAU OF YARDS AND DOCKS, AND GENERAL PURPOSES.

For timber shed, joiner's shop and storehouse.....	\$45,078	
quay wall.....	50,000	
grading, gutters and drains.....	110,000	
repairs of all kinds.....	69,750	
		<hr/>
		274,828
		<hr/>
Total.....		717,828

BOSTON.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For iron plating shop, 300 by 70 feet, 2 stories.....	\$90,000	
blacksmith's shop, 300 by 70 feet.....	80,000	
iron store, 200 by 70 feet.....	35,000	
coal shed, 125 by 70 feet.....	15,000	
paint shop, 200 by 70 feet, 2½ stories.....	50,000	
galvanizing shop.....	4,000	
marine railway and cradle.....	100,000	
boom derrick, 80 tons, 75 feet lift.....	100,000	
improvement to joiner's shop.....	6,000	
saw mill, 250 by 75 feet, 2 stories.....	85,000	
ship house, 350 by 140 feet.....	80,000	
two pile wharves.....	50,000	
repairs of buildings.....	20,000	
		<hr/>
		\$715,000

FOR BUREAU OF STEAM ENGINEERING.

For extension of machine shop.....	\$65,000	
extension of foundry.....	40,000	
erecting shop.....	28,000	
general store.....	55,000	
iron and metal store.....	55,000	
two coal sheds.....	47,000	
paving.....	6,850	
tracks and water pipes.....	11,500	
large crane.....	8,500	
filling in and foundations.....	50,000	
repairs of buildings.....	50,000	
		<hr/>
		416,850

FOR BUREAU OF EQUIPMENT AND RECRUITING.

For completing second story of ropewalk.....	\$108,095	
improvement in tarring house.....	2,350	
rigging loft, 250 by 75 feet, 3 stories.....	240,465	
		<hr/>
		350,910

FOR BUREAU OF ORDNANCE.

For smithery, brass foundry, &c.....	\$49, 098	
sighting house.....	1, 500	
grading and paving.....	6, 982	
fire-proof doors and shutters to ordnance building.....	14, 970	
		<u>\$72, 550</u>

FOR BUREAU OF PROVISIONS AND CLOTHING.

For Tuft's safety elevator and boiler.....	4, 000
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FOR BUREAU OF NAVIGATION.

For building for storage of oils.....	15, 343
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FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For quay wall.....	\$200, 000	
entrance gateway.....	23, 353	
dredging channels.....	30, 000	
engineer's shop and storehouse.....	62, 348	
muster office building.....	5, 514	
extension of storehouse No. 15.....	70, 204	
drains, paving and flagging.....	26, 000	
filling low places.....	34, 460	
land for officers' houses.....	32, 000	
7 houses for officers.....	130, 272	
boat landing.....	4, 565	
filling in timber docks.....	38, 766	
repairs of dry dock.....	6, 000	
repairs of all kinds.....	144, 000	
		<u>807, 482</u>
Total.....		<u>2, 382, 135</u>

NEW YORK.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For iron plating shop.....	\$87, 052	
timber and knee basin.....	297, 465	
ship house and launching ways.....	753, 443	
two timber sheds.....	211, 305	
paint shop.....	136, 605	
		<u>\$1, 485, 870</u>

FOR BUREAU OF STEAM ENGINEERING.

For machine shop, main building.....	\$326, 193	
boiler shop.....	217, 662	
erecting shop.....	261, 555	
		<u>805, 410</u>

FOR BUREAU OF EQUIPMENT AND RECRUITING.

For coal depot.....	74, 664
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FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For quay wall towards Vanderbilt avenue.....	\$263, 479	
dredging channels and filling low places.....	161, 000	
drains, paving and flagging.....	61, 559	
Bulkley's patent lumber drier and patent right.....	46, 000	
4 houses for commissioned officers.....	60, 000	
yard railways.....	48, 778	
yard wall.....	62, 511	
police station.....	32, 343	
4 houses for warrant officers.....	48, 000	
water pipes and hydrants.....	19, 462	
quay wall at new derrick.....	200, 768	
basin for sectional dock.....	239, 620	
repairs of all kinds.....	304, 200	
		<u>1, 547, 770</u>
Total.....		<u>3, 913, 714</u>

PHILADELPHIA.

FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For lightning rods to yard buildings.....	\$643	
repairs of all kinds.....	88,240	
		\$88,883
Total		88,883

WASHINGTON.

FOR BUREAU OF EQUIPMENT AND RECRUITING.

For coal depot.....	\$19,354	
building for manufacture of wire rope.....	40,000	
		\$59,354

FOR BUREAU OF ORDNANCE.

For removing experimental battery.....		14,900
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FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For rail tracks.....	\$7,150	
flagging and drainage.....	14,500	
extension of yard west.....	166,250	
coal wharf.....	16,000	
five houses for officers.....	54,411	
repairs of all kinds.....	133,850	
		392,161
Total		466,415

NORFOLK.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For timber shed and oakum loft, No. 17.....	\$31,281	
stone house for tar, pitch, and rosin, No. 14.....	31,917	
two timber sheds, Nos. 32 and 33.....	92,000	
iron plating shop.....	45,963	
stone house for galleys, iron, and plumbing.....	36,278	
ship house No. 48.....	96,634	
		\$334,073

FOR BUREAU OF STEAM ENGINEERING.

For stone house for oils, spirits of turpentine, &c.....		25,456
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FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For stables.....	\$34,863	
rail tracks.....	11,988	
eight houses for officers.....	93,865	
repairs of all kinds.....	145,900	
		286,616
Total		646,145

PENSACOLA.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For mould loft and constructors' workshop.....	\$18,581	
smiths and armor-plating shop.....	38,373	
spar shed and ship joiners' shop.....	76,016	
oakum loft and pitch boiling house.....	4,682	
saw-mill and block shop.....	50,000	
		\$187,652

FOR BUREAU OF STEAM ENGINEERING.

For smiths' shop and foundry.....	\$15,647	
iron and coal house.....	13,499	
		29,146

FOR BUREAU OF EQUIPMENT AND RECRUITING.

For coal house.....	\$50,316	
timber shed and sail loft.....	62,396	
timber shed and rigging loft.....	78,732	
		<u>\$191,444</u>

FOR BUREAU OF ORDNANCE.

For ordnance workshop and storehouse.....	\$59,892	
shell house and rail track.....	39,505	
		<u>99,327</u>

FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For saw-mill and joiners' shop.....	\$37,400	
guard house and prison.....	11,012	
commandant's and other offices.....	13,678	
blacksmiths' shop.....	6,876	
three kitchens for officers' quarters.....	6,171	
rail tracks.....	2,456	
grading avenues and laying sidewalks.....	7,592	
paint shop.....	6,915	
storehouse.....	95,376	
quarters for ordinary.....	11,621	
commandant's quarters.....	23,430	
fourteen houses for officers.....	255,460	
four houses for warrant officers.....	24,000	
care and improvement of live-oak plantation.....	25,000	
large iron crane.....	32,500	
Bulkley's patent lumber drier and patent right.....	32,000	
repairs of all kinds.....	157,829	
		<u>749,316</u>
Total.....		<u><u>1,256,885</u></u>

MARE ISLAND.

FOR BUREAU OF CONSTRUCTION AND REPAIR.

For spar and boat house No. 27.....	\$82,023	
timber shed.....	50,000	
paint shop.....	50,000	
		<u>\$182,023</u>

FOR BUREAU OF EQUIPMENT AND RECRUITING.

For chain-cable and anchor shop.....	72,850
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FOR BUREAU OF YARDS AND DOCKS, AND FOR GENERAL PURPOSES.

For continuation of quay wall.....	\$75,000	
officers' houses Nos. 10 and 12.....	26,985	
grading and paving.....	50,000	
bath-rooms for six officers' houses.....	3,575	
repairs of all kinds.....	120,000	
		<u>275,560</u>
Total.....		<u><u>530,433</u></u>

SACKETT'S HARBOR.

For repairs and general care of public property.....	\$4,000
Total.....	<u>4,000</u>

MOUND CITY.

For general repairs of levee and yard buildings.....	\$55,000
Total.....	<u><u>55,000</u></u>

KEY WEST.

For coal shed for Bureau of Equipment and Recruiting.....	\$10,000
general repairs of wharves and buildings.....	6,000
Total.....	<u>16,000</u>

NAVAL ASYLUM.

For furniture and repairs of same.....	\$1,000
house-cleaning and whitewashing.....	800
furnaces, grates, and ranges.....	600
gas and water rent.....	1,200
general improvement and repairs.....	6,000
support of beneficiaries.....	54,000
Total.....	<u>63,600</u>

RECAPITULATION.

For navy yard, Portsmouth, N. H.....	\$717,828
navy yard, Boston.....	2,332,135
navy yard, New York.....	3,913,714
navy yard, Philadelphia.....	88,883
navy yard, Washington.....	466,415
navy yard, Norfolk.....	646,145
navy yard, Pensacola.....	1,256,885
navy yard, Mare island.....	530,433
naval station, Sackett's Harbor.....	4,000
naval station, Mound City.....	55,000
naval station, Key West.....	16,000
Naval Asylum, Philadelphia.....	63,600
Total.....	<u>10,141,038</u>

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 5.

Statement of estimates for "repairs of all kinds" at the several navy yards for the fiscal year ending June 30, 1869.

Objects.	Portsmouth, N. H., 1868-69.	Boston, 1868-69.	New York, 1868-69.	Philadelphia, 1868-69.	Washington, 1868-69.	Norfolk, 1868-69.	Pensacola, 1868-69.	Mare Island, 1868-69.	Sackett's Harbor, 1868-69.	Monroe City, 1868-69.	Key West, Fla., 1868-69.
On yard buildings.....	\$25,000	\$30,000	\$143,300	\$16,108	\$34,777	\$65,000	\$61,074	\$36,000			
On officers' quarters.....	10,000	10,000	9,500	5,284	6,800	12,000	15,000	14,000			
On wharves, bridges, landings, and boats.....	5,000	20,000	54,350	2,500	13,800	13,000	12,550	2,000			
On roads, walks, gutters, and drains.....	2,500	12,000	28,000	2,552	10,900	6,000	10,615	7,000			
On fences and walls.....	1,500	8,000	8,750	400	10,850	1,500	6,910	3,000			
On cranes, scows, and derricks.....	2,500	18,000	10,350	3,500	2,639	500	7,900	4,000			
On furnaces, forges, stoves, and heating apparatus.....	6,000	10,000	8,500	350	5,667	500	6,200	8,000			
On trucks and scales.....	200	2,500	3,500	1,000	2,680	200	7,950	5,000			
On water and gas works.....	50	3,500	13,300	6,023	2,227	200	2,000	5,000			
On dredging and scowling.....	5,000	.....	8,000	1,000	15,000	20,000	3,000	10,000			
On dry dock.....	12,000	25,000	6,050	40,023	4,850	25,000	5,000	10,000			
On miscellaneous repairs.....	.....	.....	9,650	10,000	23,650	2,000	19,590	10,000			
On temporary buildings.....	.....	5,000	.....	.....	.....	.....	.....	6,000			
Total.....	69,750	144,000	304,250	88,240	133,850	145,900	157,829	120,000	\$4,000	\$35,000	\$6,000

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 6.

Statement of expenditures for contingent during the fiscal year ending June 30, 1867, with estimates for the fiscal year ending June 30, 1869.

Objects.	PORTSMOUTH, N. H.		BOSTON.		NEW YORK.		PHILADELPHIA.		WASHINGTON.	
	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.
For freight and transportation.....	\$146 50	\$200 00	\$1,569 55	\$2,000 00	\$36 87	\$2,500 00	\$14 82	\$200 00	\$12 00	\$300 00
For printing, stationery, and advertising.....	2,320 69	1,500 00	3,680 66	4,000 00	6,253 33	5,500 00	430 79	1,500 00	1,911 11	2,500 00
For purchase and repair of fire-engines.....	5,015 56	5,000 00	3,129 98	5,000 00	1,766 08	9,000 00	577 46	2,800 00	.....	10,000 00
For machinery of every description and patent rights.....	1,913 55	2,000 00	3,264 00	20,000 00	42,358 05	28,500 08	3,000 00	1,500 00	.....	15,000 00
For repairs on steam engines and attendances on same.....	5,080 50	4,500 00	40,941 45	10,000 00	11,408 15	21,600 00	7,321 51	1,300 00	8,440 28	5,000 00
For purchase and maintenance of oxen and horses and driving teams.....	15,055 72	30,000 00	18,333 84	30,000 00	16,756 99	85,000 00	7,995 56	26,700 00	11,071 23	15,000 00
For carts, lumber wheels, and tools and repairing.....	24,536 83	20,000 00	49,095 92	30,000 00	26,424 42	35,000 00	7,907 94	5,500 00	32,490 28	10,000 00
For postage on letters on public service, and telegrams.....	24,36 81	50 00	223 02	500 00	615 45	600 00	1,06 66	200 00	64 94	100 00
For furniture for government houses and offices in navy yards.....	1,105 22	5,000 00	1,169 44	7,500 00	1,403 29	6,500 00	1,637 39	1,500 00	439 38	5,000 00
For coal and other fuel for yards and docks purposes.....	36,818 20	7,000 00	70,409 76	10,000 00	39,102 58	14,100 00	7,842 28	1,500 00	68,209 98	8,000 00
For candles, oil, and gas.....	4,895 34	5,000 00	7,070 52	7,000 00	11,028 61	16,000 00	2,713 21	1,500 00	6,095 87	6,300 00
For cleaning and clearing up yard, and care of buildings.....	4,850 34	10,000 00	10,540 30	15,000 00	31,722 86	48,000 00	11,069 57	10,000 00	7,436 47	10,000 00
For attendances on fires, lighth, fire-engines, and apparatus.....	.....	5,000 00	2,325 71	4,000 00	2,830 87	8,500 00	2,765 19	4,000 00	.....	5,000 00
For incidental labor, not chargeable to other appropriations.....	7,688 35	10,000 00	32,772 44	12,500 00	71,964 81	45,000 00	9,366 25	5,000 00	21,608 10	23,500 00
For water tax.....	.....	50 00	5,868 74	6,000 00	6,924 30	20,000 00	.....	400 00	.....	.....
For tolls and ferridges.....	30 00	200 00	.....	500 00	338 05	200 00	3,255 55	500 00	.....	.....
For pay of watchmen.....	13,866 62	20,000 00	23,874 69	25,000 00	21,300 50	24,000 00	13,295 00	15,500 00	11,772 00	15,000 00
For books, maps, models, and drawings.....	143 75	300 00	2,42 90	500 00	.....	4,500 00	.....	250 00	.....	2,000 00
For flags, awnings, and packing boxes.....	173 21	200 00	139 68	500 00	62 10	1,300 00	1 75	150 00	61 98	300 00
Total.....	123,777 29	126,000 00	274,672 60	190,000 00	295,929 51	376,000 00	79,320 93	80,000 00	178,419 10	135,000 00

Y. & D. No. 6.—Statement of expenditures for contingent, &c.—Continued.

Objects.	NORFOLK.		PENSACOLA.		MARE ISLAND.		SACKETT'S HARBOR.		MOUND CITY.		NAVAL ASYLUM.	
	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.	Expended in 1866-67.	Estimated for 1868-69.
For freight and transportation.....		\$50 00	\$53 50	\$300 00		\$750 00						
For printing stationery and advertising.....	\$1,168 50	530 00	1,313 46	1,500 00		3,000 00						
For purchase and repair of fire-engines.....	8,075 50	6,500 00	9,843 36	2,000 00		3,900 00						
For machinery of every description and patent rights.....		5,000 00	4,198 47	9,550 00		1,750 00						
For repairs on steam engines and attendance on same.....		2,000 00	3,564 70	2,530 00		2,000 00						
For purchase and maintenance of oxen and horses and driving teams.....	8,853 67	25,000 00	3,220 85	17,000 00		21,000 00						
For carts, timber wheels, and tools and repairing.....	10,778 56	10,000 00	3,867 49	10,000 00		11,250 00						
For telegraph letters on public services, and telegrams.....		100 00	34 79	250 00		350 00						
For furniture for government houses and offices in navy yards.....	1,135 22	3,000 00	524 18	5,200 00		7,000 00						
For coal and boiler fuel for yards and docks purposes.....	11,531 29	1,500 00	311 62	750 00		15,000 00						
For stoves, oil, and gas.....	4,061 69	3,000 00	2,167 66	4,900 00		10,000 00						
For cleaning and clearing up yard, and care of buildings.....	6,608 65	15,000 00	1,031 87	15,000 00		11,000 00						
For attendances on fires, lights, fire-engines, and apparatus.....	41 37	2,000 00		2,000 00		2,000 00						
For incidental labor, not chargeable to other appropriations.....	20,881 79	3,000 00	3,977 69	20,000 00		18,000 00						
For water tax.....												
For tolls and ferrages.....												
For pay of watchmen.....	11,979 75	12,500 00	9,864 00	12,350 00		7,800 00						
For books, maps, models, and drawings.....	200 00	200 00	350 00	350 00		2,000 00						
For flag, awnings, and packing boxes.....	300 00	300 00	9 01	300 00		200 00						
Total.....	85,055 19	90,000 00	40,982 71	104,000 00	\$136,646 85	120,000 00	\$150 86	\$500 00	\$11,870 71	\$6,000 00		\$5,000 00

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 6.

Recapitulation of estimates for contingent for the fiscal year ending June 30, 1869, at the different navy yards and stations.

Portsmouth	\$126, 000
Boston	190, 000
New York	376, 000
Philadelphia	80, 000
Washington	135, 000
Norfolk	90, 000
Pensacola	104, 000
Mare island	120, 000
Sackett's Harbor	500
Mound City	6, 000
Naval Asylum, Philadelphia	5, 000
Total	1, 232, 500

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 7.

Estimates of appropriations under the cognizance of the Bureau of Yards and Docks, required for the service of the fiscal year ending June 30, 1869.

Heads or titles of appropriations.	Estimates of appropriation required for the services of the fiscal year ending June 30, 1869.	Appropriations for the fiscal year ending June 30, 1868.
Pay of superintendents	\$138, 874 25	\$158, 976
Contingent enumerated	1, 232, 500 00	1, 067, 000
Navy yard, Portsmouth, N. H.	717, 828 00	67, 000
Navy yard, Boston	2, 382, 135 00	127, 000
Navy yard, New York	3, 913, 714 00	163, 000
Navy yard, Philadelphia	88, 883 00	51, 016
Navy yard, Washington	466, 415 00	80, 000
Navy yard, Norfolk	646, 145 00	.....
Navy yard, Pensacola	1, 256, 885 00	80, 460
Navy yard, Mare island	530, 433 00	71, 257
Naval station, Sackett's Harbor ..	4, 000 00	2, 000
Naval station, Mound City	55, 000 00	10, 000
Naval station, Key West	16, 000 00	.....
Naval Asylum, Philadelphia	9, 600 00	14, 300
Support of beneficiaries	54, 000 00	52, 000
Total	11, 512, 412 25	1, 994, 609

BUREAU OF YARDS AND DOCKS.

Y. & D. No. 8.

ABSTRACT OF OFFERS (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF YARDS AND DOCKS, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard at Boston, Massachusetts, under advertisement dated June 3, 1867.

Class No. 1, bricks:

Samuel Oakman	\$1,562 50
William A. Wheeler.....	*1,375 00
David Babcock.....	1,750 00
Watson & Pittinger.....	1,750 00
Clark & Pearson.....	2,000 00

Class No. 2, stone:

Samuel Oakman	6,350 00
Geise & Courtney.....	9,935 00
David Babcock.....	*5,800 00
Ezra Eames.....	6,100 00

Class No. 4, yellow pine lumber:

Samuel Oakman.....	234 00
Trickey & Jewett.....	248 00
Watson & Pittinger.....	500 00
Clark & Pearson.....	*225 00

Class No. 5, oak and hardwood:

Trickey & Jewett.....	*207 50
Watson & Pittinger.....	570 00
Clarke & Pearson.....	242 50
Samuel Oakman.....	293 00

Class No. 6, white pine, spruce, juniper, and cypress:

Samuel Oakman.....	6,154 00
Trickey & Jewett.....	*5,690 00
Watson & Pittinger.....	6,648 00
Clarke & Pearson.....	6,233 00

Class No. 7, lime, hair, and plaster:

Samuel Oakman.....	352 50
David Babcock.....	417 50
W. Porter & Sons.....	497 95
Watson & Pittinger.....	625 00
Alonzo A. Foster.....	*305 00

Class No. 8, cement:

Samuel Oakman.....	275 00
William A. Wheeler.....	*210 00
David Babcock.....	250 00
W. Porter & Sons.....	274 00
Watson & Pittinger.....	300 00
Alonzo A. Foster.....	250 00

*Accepted.

Class No. 9, gravel and sand:

Samuel Oakman.....	*\$1,230 00
C. & W. Whitehead.....	4,800 00
David Babcock.....	4,200 00
Ezra Eames.....	1,300 00

Class No. 9½, fire-clay:

Samuel Oakman.....	96 00
David Babcock.....	*66 00

Class No. 10, slate:

Samuel Oakman.....	*450 00
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Class No. 11, iron, iron spikes, and nails:

George H. Creed.....	2,862 95
Wheeler & Browning....	3,158 35
John J. Bingham.....	2,371 98
Alonzo A. Foster.....	*2,360 17

Class No. 12, steel:

William A. Wheeler.....	250 00
George H. Creed.....	238 00
David Babcock.....	248 50
Wheeler & Browning....	268 00
John J. Bingham.....	‡229 00
Alonzo A. Foster.....	229 00

Class No. 13, pig iron:

Samuel Oakman.....	1,215 00
William A. Wheeler.....	1,475 00
George H. Creed.....	1,175 00
Wheeler & Browning....	*1,150 00
William Porter & Sons...	1,366 25
John J. Bingham.....	1,443 50
Alonzo A. Foster.....	1,255 00

Class No. 14, files:

W. A. Wheeler.....	202 65
George H. Creed.....	159 20
Wheeler & Browning....	231 50
John J. Bingham.....	177 14
Alonzo A. Foster.....	180 22
Scudder, Rodgers & Co..	*136 68
Hyatt & Spencer.....	198 15

‡Decided by lot.

Class No. 15, paints, oils, and glass:

George H. Creed.....	\$988 50
David Babcock.....	993 50
William Porter & Sons...	1, 229 95
Alonzo A. Foster.....	*916 00
Clark & Pearson.....	1, 018 75
C. M. Clapp & Co.....	1, 041 25

Class No. 16, ship-chandlery:

George H. Creed.....	*1, 518 40
Wheeler & Browning.....	1, 841 45
W. Porter & Sons.....	2, 284 45
John J. Bingham.....	1, 770 50
Alonzo A. Foster.....	1, 635 69
Clark & Pearson.....	1, 528 94½
Hyatt & Spencer.....	1, 736 64

Class No. 17, hardware:

William A. Wheeler.....	2, 556 04
George H. Creed.....	2, 888 15
Wheeler & Browning.....	2, 737 55
William Porter & Sons...	3, 100 20
Alonzo A. Foster.....	*2, 202 27
Scudder, Rodgers & Co..	2, 358 07
Hyatt & Spencer.....	2, 445 25

Class No. 18, stationery:

A. E. Cutter.....	1, 991 89
W. C. Rodgers & Co.....	†1, 438 87
William H. Arthur & Co.	1, 675 05
Knight & Johnson.....	*1, 573 93
Cutter, Tower & Co.....	1, 703 89
J. M. Whittemore & Co..	1, 845 62

Class No. 20, hay and straw:

Samuel Oakman.....	8, 620 00
George H. Creed.....	8, 580 00
Mullett & Bradbury.....	*6, 610 00
Clark & Pearson.....	7, 434 00

Class No. 21, provender:

W. Porter & Sons.....	4, 784 05
Mullett & Bradbury.....	3, 805 75
Clark & Pearson.....	*3, 739 16½

Class No. 23, belting, packing, and hose:

William A. Wheeler.....	\$2, 626 00
George H. Creed.....	2 170 00
William Porter & Sons...	2, 458 50
Benedict, Toney & Twombly.....	2, 278 60
Alonzo A. Foster.....	*1, 707 00
Clark & Pearson.....	2, 176 40
C. M. Clapp & Co.....	1, 765 50
Hyatt & Spencer.....	1, 992 00

Class No. 24, sperm and lubricating oils:

George H. Creed.....	545 30
David Babcock.....	*527 00
John J. Bingham.....	545 42
Alonzo A. Foster.....	528 40

Class No. 25, iron work, piping, &c.:

George H. Creed.....	1, 145 74
John J. Bingham.....	*440 18
J. J. Walworth.....	475 95

Class No. 26, augers:

William A. Wheeler.....	579 00
George H. Creed.....	463 95
Alonzo A. Foster.....	*254 25

Class No. 27, anthracite coal:

Samuel Oakman.....	2, 250 00
A. R. Bass.....	2, 310 00
William A. Wheeler.....	*2, 070 00
S. P. Brown & Son.....	2, 205 00
Clark & Pearson.....	3, 165 00

Class No. 29, bituminous coal:

Samuel Oakman.....	990 00
A. R. Bass.....	895 00
William A. Wheeler.....	820 00
George H. Creed.....	*790 00
S. P. Brown & Son.....	875 00
Clarke & Pearson.....	1, 000 00

Class No. 32, machinery and tools:

G. & C. Place.....	*2, 807 00
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Offers for supplies for the navy yard, New York, under advertisement dated June 3, 1867.

Class No. 1, brick:

William A. Wheeler.....	\$700 00
David Babcock.....	*500 00
Watson & Pittinger.....	700 00
William Porter & Son....	875 00
Clark & Pearson.....	6, 250 00

*Accepted.

Class No. 5, oak and hardwood:

David Babcock.....	*\$60 00
Watson & Pittinger.....	120 00
Clark & Pearson.....	160 00

†Informal.

Class No. 11, iron, iron spikes,
and nails:

William A. Wheeler.....	\$2,745 67
Hyatt & Spencer.....	2,597 38
John J. Bingham.....	1,898 80
Wheeler & Browning.....	2,652 42
George H. Creed.....	*1,821 06
Alonzo A. Foster.....	2,186 03

Class No. 12, steel:

William A. Wheeler.....	568 50
Hyatt & Spencer.....	697 25
David Babcock.....	570 00
John J. Bingham.....	538 50
Wheeler & Browning.....	626 00
George H. Creed.....	534 00
Alonzo A. Foster.....	*528 00

Class No. 14, files:

Samuel W. Sears & Co... ..	642 74
William A. Wheeler.....	753 97
Hyatt & Spencer.....	684 48
John J. Bingham.....	586 86
Wheeler & Browning.....	719 00
George H. Creed.....	*505 20
Alonzo A. Foster.....	568 01

Class No. 15, paints, oils, and
glass:

Hyatt & Spencer.....	647 35
David Babcock.....	614 45
William Porter & Son.....	579 40
Clark & Pearson.....	581 15
George H. Creed.....	*484 50
Alonzo A. Foster.....	519 85

Class No. 16^c, ship chandlery:

Hyatt & Spencer.....	2,431 38
John J. Bingham.....	2,322 15
Wheeler & Browning.....	2,552 90
William Porter & Son.....	3,003 85
Clark & Pearson.....	2,275 78
George H. Creed.....	2,318 20
Alonzo A. Foster.....	2,377 13

Class No. 17, hardware:

William A. Wheeler.....	593 90
Hyatt & Spencer.....	442 80
Wheeler & Browning.....	498 17
William Porter & Son.....	793 75
George H. Creed.....	465 79
Alonzo A. Foster.....	*411 06

Class No. 18, stationery:

William H. Arthur & Co.....	*2,658 00
W. C. Rogers & Co.....	2,800 94
Cutter, Tower & Co.....	2,822 65
John M. Whittemore & Co.....	3,508 56
P. W. Denham.....	2,669 37

Class No. 20, hay and straw:

William Porter & Son.....	3,660 00
William M. Shipman.....	4,922 40

Clark & Pearson.....	*\$3,055 00
George H. Creed.....	3,325 00

Class No. 21, provender:

William Porter & Son.....	5,027 60
William M. Shipman.....	5,600 50
Clark & Pearson.....	*4,971 50

Class No. 23, belting, packing,
and hose:

William A. Wheeler.....	*756 00
Hyatt & Spencer.....	1,503 00
C. M. Clapp & Co.....	1,421 50
William Porter & Son.....	1,214 50
James E. Pugh.....	1,140 00
George H. Creed.....	1,215 00
Alonzo A. Foster.....	1,396 00

Class No. 24, sperm and lubri-
cating oils:

David Babcock.....	340 80
John J. Bingham.....	*328 80
George H. Creed.....	430 00
Alonzo A. Foster.....	392 00

Class No. 25, iron work, piping,
&c.:

William A. Wheeler.....	2,314 80
Hyatt & Spencer.....	2,442 37
John J. Bingham.....	2,504 50
Wheeler & Browning.....	3,036 50
William Porter & Son.....	3,361 73
Joseph Nason & Co.....	†1,723 48
George H. Creed.....	*2,141 80
Alonzo A. Foster.....	2,523 94

Class No. 27, anthracite coal:

A. R. Bass.....	*2,180 00
William A. Wheeler.....	2,300 00
S. P. Brown & Son.....	2,688 00
W. Porter & Son.....	3,100 00
Clark & Pearson.....	3,400 00
George H. Creed.....	2,380 00

Class No. 30, semi-bituminous
Broad Top coal:

A. R. Bass.....	776 00
William A. Wheeler.....	*671 10
William Porter & Son.....	938 75
Clark & Pearson.....	1,632 50
George H. Creed.....	678 30

Class No. 31, copper and com-
position nails:

William A. Wheeler.....	400 00
John J. Bingham.....	377 50
William Porter & Son.....	413 00
George H. Creed.....	365 00
Alonzo A. Foster.....	*342 50

Class No. 32, machinery and
tools:

G. & C. Place.....	*2,815 50
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*Accepted.

°No contract awarded to class 16.

†Informal.

Offers for supplies for the navy yard, Philadelphia, under advertisement dated June 3, 1867.

Class No. 5, oak and hardwood :

George N. Beale.....	§\$964 86
Watson & Pettinger.....	1,103 00
Clark & Pearson.....	*701 40

Class No. 6, white pine, spruce, juniper and cypress :

Watson & Pittinger.....	2,429 00
Garrison, Gillingham & Co.	2,161 25
Thomas & Pohl.....	*2,112 65
Clark & Pearson.....	2,341 50

Class No. 11, iron, iron spikes and nails :

Paul J. Field.....	906 10
William Porter & Son....	1,294 00
Alonzo A. Foster.....	818 40
Wheeler & Browning.....	966 25
John J. Bingham.....	*803 37
George H. Creed.....	848 12

Class No. 14, files :

Paul J. Field.....	97 65
William A. Wheeler.....	80 06
Alonzo A. Foster.....	78 07
Wheeler & Browning....	95 50
John J. Bingham.....	72 15
George H. Creed.....	*64 62

Class No. 15, paints, oils, and glass :

J. W. Robbins.....	3,860 34
William Porter & Son....	4,293 99
Alonzo A. Foster.....	*3,759 50
Clark & Pearson.....	4,242 95
David Babcock.....	3,973 02
John J. Bingham.....	3,880 70
George H. Creed.....	3,796 95

Class No. 16, ship chandlery :

William Porter & Son....	1,388 20
Boehm, Rice & Co.....	1,569 60
Alonzo A. Foster.....	1,214 10
Wheeler & Browning....	1,241 50
Clark & Pearson.....	*978 20
George H. Creed.....	1,423 25

Class No. 17, hardware :

Paul J. Field.....	§132 58
Wm. A. Wheeler.....	126 84
Alonzo A. Foster.....	*110 44
Wheeler & Browning....	124 90
Geo. H. Creed.....	133 69

Class No. 18, stationery :

F. Foster.....	1,051 81
W. C. Rogers & Co.....	†687 50
W. H. Arthur & Co.....	964 12
Knight & Johnson.....	*857 50
Cutter, Tower & Co.....	941 71

Class No. 20, hay and straw :

Paul J. Field.....	1,574 52
Clark & Pearson.....	*1,110 00
Geo. H. Creed.....	1,400 00

Class No. 21, provender :

Paul J. Field.....	2,397 00
William Porter & Son....	2,881 20
Clark & Pearson.....	*1,980 00

Class No. 23, belting, packing, and hose :

William A. Wheeler....	1,932 50
Alonzo A. Foster.....	*1,205 00
James R. Pugh.....	1,499 00
C. M. Clapp & Co.....	1,877 00
George H. Creed.....	1,428 00

Class No. 24, sperm and lubricating oil :

J. W. Robbins.....	85 83
William A. Wheeler.....	187 50
Alonzo A. Foster.....	131 25
David Babcock.....	84 41
John J. Bingham.....	90 41
George H. Creed.....	*78 00

Class No. 30, semi-bituminous Broad Top coal :

Paul J. Field.....	350 00
A. R. Bass.....	450 00
William A. Wheeler.....	295 00
R. B. Wigton.....	*273 50
George H. Creed.....	375 00

Offers for supplies for the Naval Asylum, Philadelphia, under advertisement dated 3d June, 1867.

Class No. 1, clothing :

Jacob Reed.....	*\$1,712 67½
Clarke & Pearson.....	1,813 75

Clark & Pearson.....	*\$678 75
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Class No. 2, hats, boots, and shoes :

Thomas Martin.....	683 25
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Class No. 3, provisions :

George and A. Scheidt....	11,019 00
Clark & Pearson.....	11,319 00
Thomas Strickland.....	*10,225 00

§ Nominal bid.

* Accepted.

† Informal.

Class No. 4, groceries :

G. Boyd & Co	\$7,303 35
Crippen & Maddock.....	*6,879 60
Clark & Pearson.....	7,238 05
Thomas Strickland.....	6,915 50
A. C. Roberts.....	7,078 60

Class No. 5, dry goods :

Crippen & Maddock.....	517 00
Clark & Pearson	*445 25

Class No. 6, bread :

Joseph Peters.....	2,815 05
John G. Moxey.....	2,026 87
Clark & Pearson	3,022 90
John McIlwain.....	*2,019 35

Class No. 7, tobacco :

G. Boyd & Co	1,040 00
Crippen & Maddock.....	†962 00
Clark & Pearson	975 00
Paul J. Field.....	962 00

Class No. 8, coal :

Thomas C. Cahill, pres't..	*2,825 00
Clark & Pearson	3,600 00

Class No. 9, paints, oils, and glass :

Crippen & Maddock.....	240 00
Clarke & Pearson.....	*124 50
Alonzo A. Foster	142 80
James W. Robbins.....	135 22
William Porter & Son....	176 21

Class No. 11, lumber :

Clark & Pearson.....	\$278 50
Thomas & Pohl.....	*189 40

Class No. 12, firewood :

Crippen & Maddock.....	240 00
Clark & Pearson.....	*152 00
Paul J. Field	192 00

Class No. 13, provender :

Crippen & Maddock.....	277 50
Clark & Pearson.....	*228 00
Thomas Strickland.....	245 00
Paul J. Field	250 00

Class No. 14, miscellaneous :

Crippen & Maddock.....	558 40
Clark & Pearson.....	*203 20
Alonzo A. Foster.....	225 60

Class No. 15, hardware :

Clark & Pearson.....	97 00
Alonzo A. Foster	*79 12
Paul J. Field.....	93 49

Class No. 16, stationery :

Rogers, Jones & Co.....	176 30
W. H. Arthur & Co.....	265 13
Clark & Pearson	*162 10
Knight & Johnson	201 08
Cutter, Tower & Co.....	225 45
Ferdinand Foster	282 10

Class No. 17^c, filling ice houses :

Thomas C. Cahill.....	853 50
Clark & Pearson.....	3 50 per ton.

Offers for supplies for the navy yard, Washington, under advertisement dated June 3, 1867.

Class No. 2, stone :

George N. Beale.....	*\$760 00
Clark & Pearson.....	800 00
David Babcock.....	800 00
W. G. Ridgely.....	948 00

S. P. Brown & Son.....	†\$540 00
Alonzo A. Foster	600 00
Clark & Pearson.....	555 00
David Babcock.....	600 00
George H. Creed.....	750 00

Class No. 6, white pine, spruce, juniper, and cypress :

Watson & Pittinger.....	1 920 00
S. P. Brown & Son.....	1 628 00
Clark & Pearson.....	*1 440 00

Class No. 8, cement :

George N. Beale.....	195 00
John J. Bingham.....	*179 00
Watson & Pittinger.....	350 00
Wheeler & Browning	275 00
William Porter & Son....	290 00
S. P. Brown & Son.....	235 00
Alonzo A. Foster.....	250 00
Clark & Pearson.....	225 00
David Babcock	225 00
George H. Creed.....	300 00
William A. Weeeler.....	275 00

Class No. 7, lime, hair, plaster :

George N. Beale.....	*450 00
John J. Bingham.....	477 00
Watson & Pittinger.....	1 500 00

* Accepted.

† Decided by lot.

° No contract awarded class No. 17.

Class No. 9, gravel and sand :

George N. Beale	\$200 00
Wheeler & Browning.....	300 00
Clark & Pearson.....	*180 00
David Babcock.....	850 00

Class No. 11, iron, iron nails, and spikes :

John J. Bingham.....	*628 00
Wheeler & Browning.....	730 00
William Porter & Son.....	1, 065 00
Alonzo A. Foster.....	723 50
George H. Creed.....	687 50
William A. Wheeler.....	925 00

Class No. 12, steel :

John J. Bingham.....	147 25
Wheeler & Browning.....	172 00
Alonzo A. Foster.....	*137 00
David Babcock.....	261 50
George H. Creed.....	152 00
William A. Wheeler.....	154 00

Class No. 13, pig iron :

John J. Bingham.....	540 00
Wheeler & Browning.....	490 00
William Porter & Son.....	540 00
Alonzo A. Foster.....	*450 00
George H. Creed.....	600 00
William A. Wheeler.....	650 00

Class No. 14, files :

John J. Bingham.....	100 35
Wheeler & Browning.....	140 00
Alonzo A. Foster.....	95 89
George H. Creed.....	*88 80
William A. Wheeler.....	104 27

Class No. 15, paints, oils, and glass :

John J. Bingham.....	1, 603 50
Wheeler & Browning.....	1, 564 50
William Porter & Son.....	1, 717 75
Alonzo A. Foster.....	1, 526 75
Clark & Pearson.....	1, 490 50
David Babcock.....	1, 546 65
George H. Creed.....	*1, 483 50
George Ryneal.....	1, 622 50

Class No. 16, ship-chandlery :

Wheeler & Browning.....	1, 025 25
W. Porter & Son.....	1, 053 35
Alonzo A. Foster.....	825 95
Clark & Pearson.....	829 87½
George H. Creed.....	*799 45
Boehm, Rice & Co.....	922 87

Class No. 17, hardware :

Wheeler & Browning.....	581 25
William Porter & Son.....	719 00
Alonzo A. Foster.....	524 85

George H. Creed.....	*\$512 25
William A. Wheeler.....	714 80

Class No. 18, stationery :

W. C. Rodgers & Co.....	†929 41
W. H. Arthur & Co.....	1, 347 62
Cutter, Tower & Co.....	1, 194 42
Blanchard & Mohun.....	*1, 170 40
Knight & Johnson.....	1, 463 29
Dempsey & O'Toole.....	†1, 033 44
William A. Wheeler.....	1, 590 32

Class No. 20, hay and straw :

George N. Beale.....	1, 038 05
Clark & Pearson.....	*940 00
George H. Creed.....	1, 303 75
P. W. Dorsey.....	1, 093 00
R. C. Hewitt.....	1, 096 25

Class No. 21, provender :

George N. Beale.....	1, 508 50
Wheeler & Browning.....	1, 547 50
William Porter & Son.....	1, 845 25
Clark & Pearson.....	*1, 242 00
George H. Creed.....	1, 754 25
P. W. Dorsey.....	1, 335 50
R. C. Hewitt.....	1, 431 33½

Class No. 22, charcoal :

George N. Beale.....	75 00
Watson & Pittinger.....	450 00
Wheeler & Browning.....	90 00
William Porter & Son.....	234 00
Clark & Pearson.....	120 00
William T. Clark.....	75 00
George H. Creed.....	132 00
P. W. Dorsey.....	*71 25

Class No. 25, iron work, piping, &c. :

John J. Bingham.....	*181 00
Wheeler & Browning.....	372 00
William Porter & Son.....	299 00
Alonzo A. Foster.....	290 00
George H. Creed.....	218 50
William A. Wheeler.....	222 50

Class No. 27, anthracite coal :

A. R. Bass.....	2, 205 00
S. P. Brown & Son.....	2, 046 00
John B. Turton.....	1, 905 00
Clark & Pearson.....	2, 400 00
George H. Creed.....	2, 100 00
William A. Wheeler.....	*1, 857 00

Class No. 29, bituminous Cumberland coal :

George N. Beale.....	705 00
S. P. Brown & Son.....	694 50
John B. Turton.....	*666 00
Clark & Pearson.....	975 00
George H. Creed.....	1, 035 00
William A. Wheeler.....	765 00

* Accepted.

† Informal.

Offers for supplies for the navy yard, Pensacola, under advertisement dated June 3, 1867.

Class No. 6, white pine, spruce, juniper and cypress :

Jno. J. Bingham	\$1,196 30
Watson & Pittinger.....	1,208 00
S. P. Brown & Son.....	1,461 70
Clark & Pearson.....	1,283 50
David Babcock.....	1,167 50
Samuel L. Clapp.....	*1,132 50

Class No. 7, lime, hair and plaster :

Jno. J. Bingham.....	295 00
Alonzo A. Foster.....	*170 00
Wm. Porter & Son.....	310 00
S. P. Brown & Son.....	195 00
Clark & Pearson.....	325 00
David Babcock.....	325 00
Saml. L. Clapp.....	300 00

Class No. 8, cement :

Wm. A. Wheeler	244 00
Jno. J. Bingham.....	186 05
Alonzo A. Foster.....	213 50
Wheeler & Browning....	274 50
Wm. Porter & Son.....	189 10
J. D. Kenney.....	225 70
S. P. Brown & Son.....	213 50
Clark & Pearson.....	213 50
David Babcock.....	183 00
Saml. L. Clapp.....	†183 00

Class No. 11, iron, iron spikes and nails :

Wm. A. Wheeler	756 15
J. J. Bingham.....	*516 07
Alonzo A. Foster.....	542 21
Wheeler & Browning....	597 12
A. L. Avery.....	660 05
Geo. H. Creed.....	580 70
Saml. L. Clapp.....	607 07

Class No. 12, steel :

Wm. A. Wheeler.....	105 75
Jno. J. Bingham.....	97 29
Alonzo A. Foster.....	*88 12
Wheeler & Browning....	116 55
A. L. Avery.....	169 20
Geo. H. Creed.....	96 46
David Babcock.....	101 52
Saml. L. Clapp.....	109 98

Class No. 14, files :

Wm. A. Wheeler.....	374 50
Jno. J. Bingham.....	214 50
Alonzo A. Foster.....	176 34
Wheeler & Browning....	356 00
A. L. Avery.....	400 50
Geo. H. Creed.....	*171 50
Saml. L. Clapp.....	184 00

Class No. 15, paints, oils and glass :

Jno. J. Bingham.....	\$397 75
Alonzo A. Foster.....	408 66
Wheeler & Browning....	414 11
Wm. Porter & Son.....	452 99
J. D. Kenney.....	473 94
A. L. Avery.....	450 75
Clark & Pearson.....	458 55
Geo. H. Creed.....	439 35
David Babcock.....	409 50
Saml. L. Clapp.....	474 05

Class No. 16, ship chandlery :

Jno. J. Bingham.....	2,727 99
Alonzo A. Foster.....	2,512 62
Wheeler & Browning....	*1,744 15
Wm. Porter & Son.....	3,245 10
A. L. Avery.....	3,487 90
Clark & Pearson.....	1,910 94½
Geo. H. Creed.....	3,191 50
Saml. L. Clapp.....	1,894 75

Class No. 17, hardware :

Alonzo A. Foster.....	818 72
Wheeler & Browning....	1,168 05
Wm. Porter & Son.....	1,175 71
A. L. Avery.....	1,783 50
Geo. H. Creed.....	*772 02
Saml. L. Clapp.....	951 30

Class No. 18, stationery :

W. C. Rodgers & Co.....	†432 50
Wm. A. Wheeler.....	1,005 90
W. H. Arthur & Co.....	553 21
Cutter, Tower & Co.....	657 65
Knight & Johnson.....	*493 78
Saml. L. Clapp.....	639 47
H. R. Hallmark & Co....	616 38½

Class No. 20, hay and straw :

Jno. J. Bingham.....	1,950 00
A. L. Avery.....	2,400 00
S. P. Brown & Son.....	2,070 00
Clark & Pearson.....	*1,446 00
Geo. H. Creed.....	2,100 00
David Babcock.....	2,310 00
Saml. L. Clapp.....	1,800 00

Class No. 21, provender :

Wm. A. Wheeler.....	2,310 00
Jno. J. Bingham.....	2,028 00
Wm. Porter & Son.....	1,620 00
A. L. Avery.....	1,920 00
S. P. Brown & Son.....	1,638 00
Clark & Pearson.....	*1,200 00
Geo. H. Creed.....	1,560 00
David Babcock.....	1,470 00
Saml. L. Clapp.....	1,350 00

* Accepted.

‡ Decided by lot.

† Informal.

Class No. 23, belting, packing
and hose :

C. M. Clapp & Co.....	\$499 15
Wm. A. Wheeler.....	739 25
Alonzo A. Foster.....	573 00
Wheeler & Browning.....	551 50
Wm. Porter Son.....	629 15
Clark & Pearson.....	568 65
Geo. H. Creed.....	574 00
Saml. L. Clapp.....	*405 00

* Accepted.

Class No. 24, sperm and lubri-
cating oils :

Wm. A. Wheeler.....	\$2,005 00
Jno. J. Bingham.....	1,121 98
Alonzo A. Foster.....	11,076 60
A. L. Avery.....	1,228 00
S. P. Brown & Son.....	2,269 60
Clark & Pearson.....	1,513 75
Geo. H. Creed.....	1,076 60
David Babcock.....	1,791 50
Saml. L. Clapp.....	1,213 00

‡ Decided by lot.

JOS. SMITH.

BUREAU OF YARDS AND DOCKS, *October 1, 1867.*

BUREAU OF EQUIPMENT AND RECRUITING.

BUREAU OF EQUIPMENT AND RECRUITING,

Washington, October 18, 1867.

SIR : In obedience to your order of the 15th August last, I have the honor to submit the usual annual report of the Bureau of Equipment and Recruiting, with an estimate of the amount required for the fiscal year ending June 30, 1869.

There have been seventy-three vessels equipped for sea service during the last fiscal year, twenty-three of which have been wire-rigged and fifty hemp-rigged. Of the wire-rigged vessels, twelve of classes one, two, and three have been wholly equipped, and eleven of all the classes partially equipped. Of the hemp-rigged vessels, six have been wholly, and forty-four of all the classes, respectively, have been partially equipped.

The government rope walk at Boston has supplied all the hemp-rigging used by the navy during the past year, excepting small supplies required at other stations, when the exigencies of the service would not admit of its transportation.

Four hundred and fifty-eight tons of hemp have been purchased, at a cost of \$151,997 80—four hundred and twenty-five tons of which have been manufactured into cordage.

In the last annual report reference was made to a board that had been appointed to test the comparative strength of wire and hemp rope, with a view of a more general adoption of the former for naval purposes; and although a very satisfactory report has been received so far as the trial has progressed, there are still some sizes of rope to be tested before the tables exhibiting the comparative tensile strength can be perfected. The bureau has had this matter under consideration, and from the additional information received, is persuaded that wire rigging has many advantages over hemp for all classes of vessels, but more especially for steamers.

Considering these advantages in connection with the favorable reports received from commanders of wire-rigged vessels, the bureau would recommend the purchase and putting up of machinery for the manufacture and test of wire rope, and the erection of a suitable building at one of our navy yards for this purpose.

Eleven thousand nine hundred men have been employed in the naval and coast survey service. The anticipated difficulty attending the enlistment of seamen and ordinary seamen for the navy has in some measure been realized, though but one vessel has been detained for any length of time for want of men. While the vessel referred to was awaiting to complete her complement, the landlords of sailor board-

ing-houses in New York offered to supply her deficiencies at once on the payment by the government of five dollars for each recruit delivered on board, showing that the influence of the landlords, and not the scarcity of men, was at that time controlling the enlistments.

In 1860 the average monthly enlistments of seamen and ordinary seamen were one-third greater than at present, for which various reasons may be assigned, all operating in a greater or less degree, and when combined may explain the cause.

The union of the Italian states has created a wonderful increase in their commerce, and of course a great demand for seamen; consequently men from the Mediterranean rarely enter our service. The same will apply to the North country seamen from the union of the North German states, while there are comparatively few English seamen who enter our service at all, being absorbed by their own commerce.

The advance paid in the merchant service is greater than that paid by the government, and the wages of seamen are one-third higher, and the men naturally seek the best pay.

Another known cause is the enlistment of many seamen and ordinary seamen as firemen on account of the higher pay of the latter rating; a first-class fireman receiving \$30 per month, equalling the pay of seamen in the merchant service, while a seaman in the navy receives but \$20 per month. It is also believed that the distribution of prize money since the war has induced many men of these two classes to invest their gains in farms, the cultivation of which a sailor regards as his legitimate vocation when he ceases to make the sea his home.

The bureau is of the opinion that greater inducements should be offered for seamen and ordinary seamen to enlist, as these are the only grades whose services are not readily obtained.

The most feasible method by which the sailor can be benefited seems to be to allow a bounty in clothing to the amount of \$30 for all rates except firemen and coal-heavers, there always being an ample supply of these latter ratings in the service under the present system.

The mode at present adopted of furnishing clothing to the recruit by the government and charging ten per cent. to protect it from loss, is the cause of much dissatisfaction among the men, and if abolished would tend to silence the many complaints that are made about clothing, which invariably requires to be altered before it can be worn, which is an extra tax upon the landsmen, who have not the ingenuity to perform the work for themselves.

The contracts for coal for the present fiscal year call for 32,000 tons, of which 20,000 tons are to be delivered at Philadelphia at \$4 43 per ton, and 12,000 tons at New York at \$5 49 per ton.

The bureau is negotiating for the purchase of a quantity of anthracite coal at Honolulu, Sandwich islands, at a price much lower than the cost of shipment from the United States, and authority has been given for the erection of a coal shed with a view of establishing a permanent coal depot at that port. Three thousand six hundred tons of Cardiff coal have been purchased of Mr. Abecassis, at Lisbon, at lower rates than heretofore obtained, and considerably less than he cost of shipping anthracite coal from the United States.

St. Paul de Loando, west coast of Africa, is recommended as a permanent coal station, and the bureau has been informed that there will be no difficulty in obtaining a suitable location for its storage on reasonable terms, at or near the point where the government coal is now landed; 1,650 tons have been shipped to that place during the year.

The port of Pichilingue, Lower California, has been selected as a coal depot for the North Pacific squadron on account of its central location, accessibility, and the local government having offered a site without any pecuniary consider-

ation for its use. Fifteen hundred tons of anthracite coal have been landed at that port.

The station at Cape Haytien, Hayti, has been broken up on account of the exorbitant charges to which the government was subject for storage, handling, duties, &c.

Some legislation by Congress is absolutely necessary to secure the services of persons voluntarily enlisting and provide a more effective punishment for the crime of desertion from the navy, which practice has been so extensively resorted to since the termination of the war, that it has become a systematized swindle upon the government. It frequently happens that a man enlists for three years, draws a large advance in money and clothing, and then deserts and enlists under another name, drawing another advance and outfit. Although it has been customary to furnish the several naval rendezvous with descriptive lists of such deserters in order to detect them when offering to enlist under another name, the practice has met with no results and has been abandoned, as their office files have become so voluminous that they cannot be consulted without subjecting all recruits offering themselves to a tiresome and annoying delay, which would be a greater detriment to the service than the detection of a few would be beneficial to the government.

When a deserter is apprehended his account is taken up from the date of his appearance on board, and although he may have been absent eighteen months, the term of his enlistment is not affected by it and he is discharged at its expiration. There is no punishment that can be inflicted upon a deserter without trial by a general court-martial, a method too expensive and tedious for general adoption. The army regulations require a deserter to serve the government the full term for which he enlisted, and the law also provides that persons of the age of eighteen years may be enlisted without the consent of parents or guardians, both of which enactments are recommended for the navy.

An estimate has been made for another clerk in the bureau, as recommended in my last report. The labors of the past year have conclusively demonstrated that the present force is entirely inadequate to perform the work of the bureau properly. Little or no progress has been made towards bringing up the back work caused by the insufficiency of the clerical force during the war, and the labors of the bureau are greatly increased by its assignment to the entire charge and direction of affairs pertaining to it at the different navy yards, requiring a system of accounts of equipment stores and books never before kept, showing the cost of equipping every vessel in the navy and of maintaining her while in commission.

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

M. SMITH, *Chief of Bureau.*

Hon. GIBDON WELLES,

Secretary of the Navy.

E. & R. No. 1.

Estimate for the amount required for the expenditures of the Bureau of Equipment and Recruiting for the fiscal year ending June 30, 1869.

Salary of chief clerk, act July 5, 1862.....	\$1,800
Salary of one fourth-class clerk.....	1,800
Salary of two third-class clerks, at \$1,600.....	3,200
Salary of two second-class clerks, at \$1,400.....	2,800
Salary of three first-class clerks, per act July 23, 1866.....	3,600
Salary of messenger.....	1,000
Salary of laborer, per act July 25, 1864.....	720

14,920

For amount respectfully submitted as increase to salary to chief clerk.....	\$400
For amount for an additional third-class clerk.....	1,600
	<hr/>
For contingent expenses.....	16,920
	1,000
	<hr/>
	17,920
	<hr/>
Appropriation for the year ending June 30, 1868.....	15,670
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E. & R. No. 2.

Estimate of the pay of civil officers under the cognizance of the Bureau of Equipment and Recruiting at navy yards and stations for the fiscal year ending June 30, 1869.

PORTSMOUTH, N. H.	
Clerk to equipment officer.....	\$1,500
Time clerk.....	1,200
Store clerk.....	1,000
BOSTON.	
Superintendent of rope-walk.....	1,900
Clerk to equipment officer.....	1,500
Time clerk.....	1,200
Store clerk.....	1,200
Store clerk.....	1,200
NEW YORK.	
Clerk to equipment officer.....	1,500
Time clerk.....	1,200
Two store clerks, at \$1,200.....	2,400
One store clerk.....	1,600
PHILADELPHIA.	
Clerk to equipment officer.....	1,500
Time clerk.....	1,200
Store clerk.....	1,000
WASHINGTON.	
Clerk to equipment officer.....	1,500
Time clerk.....	1,300
Two store clerks.....	2,400
One master smith.....	1,500
One master galley maker.....	1,500
NORFOLK.	
Clerk to equipment officer.....	1,500
Time clerk.....	1,000
Store clerk.....	1,000
PENSACOLA.	
Clerk to equipment officer.....	1,500
Store clerk.....	1,000
MARE ISLAND.	
Clerk to equipment officer.....	1,500
	<hr/>
	36,000
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E. & R. No. 3.

Estimate for pay of petty officers, seamen, &c., including the engineer corps required for vessels proposed to be kept in commission, for the fiscal year ending June 30, 1869.

Appropriation for the year ending June 30, 1868.....	\$4,500,000 00
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Estimate for the year ending June 30, 1869, being for 15,000 at \$300 per annum.....	\$4,500,000 00
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E. & R. No. 4.

For the purchase of hemp and other materials, &c., for the manufacture of cordage, for the fiscal year ending June 30, 1869.

For the purchase of 500 tons hemp, &c., &c. \$400,000 00

E. & R. No. 5.

Estimate of coal for the use of the navy, with the expenses of transportation, superintendent, storage, labor, &c., thereon.

For the purchase of coal and the transportation and expenses, &c., &c., thereon, for seventy steam vessels, at 500 tons per annum \$900,000 00

E. & R. No. 6.

Estimate of the amount required for the purchase of articles for the equipment of vessels in the navy for the fiscal year ending June 30, 1869.

For the purchase of various articles of equipment, viz: wire rope and machinery for its manufacture, hides, cordage, canvas, leather, iron, cables and anchors, furniture, galleys, hose, &c., and for the payment of labor, &c., in equipping vessels and manufacture of articles in the navy yards pertaining to this bureau \$1,700,000 00

E. & R. No. 7.

Estimate of the amount required under the contingent fund for the fiscal year ending June 30, 1869.

Appropriation for the year ending June 30, 1868 \$500,000 00

Estimate for the year ending June 30, 1869.

For expenses that may accrue for the following purposes, viz: for freight and transportation of materials and stores for Bureau of Equipment and Recruiting, expenses of recruiting, transportation of enlisted men, printing, postage, advertising, telegraphing, and stationery for Bureau of Equipment and Recruiting, apprehension of deserters, assistance to vessels in distress \$500,000 00

RECAPITULATION OF ESTIMATES.

Salaries.....	\$16,920
Contingent.....	1,000
	<u>17,920</u>

NAVAL SERVICE.

Pay of enlisted men.....	\$4,500,000
Pay of civil officers at navy yards.....	36,000
Hemp and other materials.....	400,000
Coal for the navy.....	900,000
Equipment of vessels.....	1,700,000
Contingent.....	500,000
	<u>8,036,000</u>

M. SMITH, *Chief of Bureau.*

BUREAU OF EQUIPMENT AND RECRUITING, September 15, 1867.

E. & R. No. 8.

ABSTRACT OF OFFERS (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES UNDER THE COGNIZANCE OF THE BUREAU OF EQUIPMENT AND RECRUITING, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard, Kittery, Maine, under advertisement dated July 9, 1867.

Class No. 1, flax canvas and twine:		William Porter & Sons.....	\$279 95
		Wheeler & Browning.....	254 00
		Alonzo A. Foster.....	*158 00
De Groot & Peck.....	\$12,394 00	John J. Bingham.....	281 95
Joseph L. Savage.....	12,144 50	William A. Wheeler.....	402 75
William A. Wheeler.....	*11,775 00	Hyatt & Spencer.....	280 75
Brand & Gihon.....	15,650 00		
Benjamin Y. Pippy.....	13,070 00	Class No. 22, stationery:	
		William C. Rogers & Co.....	*141 90
Class No. 2, cotton canvas:		William A. Wheeler.....	236 25
		William H. Arthur & Co.....	170 95
Joseph L. Savage.....	3,272 50	John M. Whittemore.....	177 30
John J. Bingham.....	3,379 00		
William A. Wheeler.....	3,237 75	Class No. 23, hardware:	
Theodore Polhemus.....	*2,917 00	Joseph L. Savage.....	148 50
Benjamin Y. Pippy.....	3,699 75	William Porter & Sons...	174 68
		Wheeler & Browning.....	203 00
Class No. 7, cooking utensils:		Alonzo A. Foster.....	168 90
		John J. Bingham.....	144 92
Joseph L. Savage.....	115 50	William A. Wheeler.....	147 30
William Porter & Sons...	87 00	Hyatt & Spencer.....	*140 85
Wheeler & Browning.....	120 00		
Alonzo A. Foster.....	51 60	Class No. 24, ship chandlery:	
John J. Bingham.....	*46 92	Joseph L. Savage.....	1,386 00
William A. Wheeler.....	64 80	William Porter & Sons...	1,283 38
Hyatt & Spencer.....	51 00	Wheeler & Browning.....	1,582 45
		Alonzo A. Foster.....	*1,004 81
Class No. 10, leather:		John J. Bingham.....	1,062 72
		William A. Wheeler.....	1,167 78
Joseph L. Savage.....	255 00	Hyatt & Spencer.....	1,012 30
William Porter & Sons...	225 00		
Wheeler & Browning.....	210 00	Class No. 32, galley iron:	
Alonzo A. Foster.....	240 00	Joseph L. Savage.....	1,232 43
John J. Bingham.....	240 00	Wheeler & Browning.....	1,507 16
William A. Wheeler.....	372 00	Alonzo A. Foster.....	1,113 17
C. M. Clapp & Co.....	*180 00	William A. Wheeler.....	*1,016 47
Hyatt & Spencer.....	300 00		
Class No. 20, brushes:			
Joseph L. Savage.....	334 25		

Offers for supplies for the navy yard at Charlestown, Mass., under advertisement dated July 9, 1867.

Class No. 1, flax canvas and twine:		William A. Wheeler.....	\$26,238 75
		Theodore Polhemus.....	*23,738 56
		Benjamin Y. Pippy.....	28,751 80
Joseph L. Savage.....	*\$10,378 00	Class No. 3, iron, steel, &c.:	
William A. Wheeler.....	14,755 00	Joseph L. Savage.....	1,431 45
Brand & Gihon.....	16,814 00	Wheeler & Browning.....	1,431 58
Benjamin Y. Pippy.....	12,205 00	Alonzo A. Foster.....	1,412 86
		John J. Bingham.....	1,574 11
Class No. 2, cotton canvas:		William A. Wheeler.....	1,527 37
		George Adams.....	*1,378 90
Joseph L. Savage.....	26,225 50		
John J. Bingham.....	26,674 00		

*Accepted.

Class No. 7, cooking utensils :

Joseph L. Savage.....	\$1,040 70
William Porter & Sons...	1,413 10
Wheeler & Browning....	1,713 75
Alonzo A. Foster.....	1,161 75
John J. Bingham.....	1,268 80
William A. Wheeler.....	1,109 15
Hyatt & Spencer.....	*806 64

Class No. 10, leather :

Joseph L. Savage.....	3,080 70
William Porter & Sons...	3,106 50
Wheeler & Browning....	4,722 30
John J. Bingham.....	4,083 60
William A. Wheeler.....	4,473 30
C. M. Clapp & Co.....	*3,077 70
George Adams.....	3,418 50
Hyatt & Spencer.....	5,014 50

Class No. 14, ox hides for rope :

Joseph L. Savage.....	9,000 00
William Porter & Sons...	14,400 00
John J. Bingham.....	*8,800 00
William A. Wheeler.....	15,600 00
C. M. Clapp & Co.....	9,000 00
George Adams.....	8,880 00
Hyatt & Spencer.....	20,000 00

Class No. 16, soap and tallow :

Joseph L. Savage.....	386 00
John J. Bingham.....	341 75
William A. Wheeler.....	362 00
George Adams.....	362 50
Hyatt & Spencer.....	356 50
Mullet & Bradbury.....	*337 75

Class No. 20, brushes :

Joseph L. Savage.....	614 80
William Porter & Sons...	559 66

Offers for supply at the navy yard, Brooklyn, N. Y., under advertisement of July 9, 1867.

Class No. 1, flax canvas and twine :

Joseph L. Savage.....	\$89,230 00
DeGroot & Peck.....	84,615 50
William A. Wheeler.....	*81,710 00
Brand & Gihon.....	109,155 00
Benjamin Y. Pippy.....	94,750 00

Class No. 2, cotton canvas and twine :

Joseph L. Savage.....	77,790 00
John J. Bingham.....	80,160 00
William A. Wheeler.....	78,547 50
Theodore Polhemus.....	*71,244 00
Benjamin T. Pippy.....	82,922 00

Class No. 3,† iron, &c. :

Joseph L. Savage.....	1,239 00
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Alonzo A. Foster.....	*\$481 20
John J. Bingham.....	671 80
William A. Wheeler.....	573 04
Hyatt & Spencer.....	1,823 30

Class No. 22, stationery :

William C. Rogers & Co.	643 30
William A. Wheeler.....	*611 50
William H. Arthur & Co..	698 50
Abram E. Cutter.....	864 38
John M. Whittemor & Co	854 74

Class No. 23, hardware :

Joseph L. Savage.....	1,741 22
Wheeler & Browning....	1,983 35
Alonzo A. Foster.....	1,491 18
John J. Bingham.....	1,697 42
William A. Wheeler.....	1,795 19
Hyatt & Spencer.....	*1,345 14

Class No. 24, ship chandlery :

Joseph L. Savage.....	6,708 05
William Porter & Sons...	7,801 90
Wheeler & Browning....	9,293 20
Alonzo A. Foster.....	*5,090 70
John J. Bingham.....	5,998 51
William A. Wheeler.....	7,009 57
Hyatt & Spencer.....	7,014 62

Class No. 29, firewood :

S. & E. Knight.....	6,307 50
S. P. Brown & Son.....	*4,230 00
William A. Wheeler.....	7,086 00
Samuel Oakman.....	5,737 50
Watson & Pittinger.....	7,215 00

Wheeler & Browning....	\$1,074 50
Alonzo A. Foster.....	1,375 12
John J. Bingham.....	1,281 75
William A. Wheeler.....	1,555 50

Class No. 4, tin, zinc, &c. :

Joseph L. Savage.....	1,224 50
Wheeler & Browning....	*1,113 50
William Porter & Sons...	1,243 11
Alonzo A. Foster.....	1,119 50
John J. Bingham.....	1,351 80
William A. Wheeler.....	1,363 75
Hyatt & Spencer.....	1,322 90

Class No. 7, cooking utensils :

Joseph L. Savage.....	780 00
Wheeler & Browning....	1,235 00
William Porter & Sons...	1,125 70
Alonzo A. Foster.....	*27 00

* Accepted.

† Class No. 3, at New York, thrown out on account of irregularity of bids.

John J. Bingham.....	\$948 90	Class No. 23, hardware :	
William A. Wheeler.....	909 50	Joseph L. Savage.....	*\$1,111 00
Hyatt & Spencer.....	*642 50	Wheeler & Browning....	2,217 80
Class No. 10, leather, &c.:		Alonzo A. Foster.....	1,256 49
Joseph L. Savage.....	2,286 00	John J. Bingham.....	1,284 04
Wheeler & Browning....	2,104 00	William A. Wheeler.....	1,154 10
William Porter & Sons...	2,070 00	Hyatt & Spencer.....	1,204 36
John J. Bingham.....	2,328 00	Class No. 24, ship chandlery :	
William A. Wheeler.....	3,084 00	Joseph L. Savage.....	*5,249 50
C. M. Clapp & Co.....	*1,937 00	Wheeler & Browning....	11,031 50
Hyatt & Spencer.....	2,910 00	William Porter & Sons...	6,219 37
Class No. 18, soap and tallow :		Alonzo A. Foster.....	6,837 80
Joseph L. Savage.....	765 00	John J. Bingham.....	5,403 54
Wheeler & Browning....	780 00	William A. Wheeler.....	5,946 75
William Porter & Sons...	*716 25	Hyatt & Spencer.....	5,308 45
John J. Bingham.....	795 00	Class No. 27, dry goods :	
William A. Wheeler.....	750 00	Joseph L. Savage.....	523 80
Hyatt & Spencer.....	810 00	Wheeler & Browning....	833 00
Class No. 20, brushes :		John J. Bingham.....	731 80
Joseph L. Savage.....	852 00	William A. Wheeler.....	650 00
Wheeler & Browning....	1,535 00	Hyatt & Spencer.....	*509 40
William Porter & Sons...	1,375 50	Class No. 29, firewood and coal :	
Alonzo A. Foster.....	*667 00	S. P. Brown & Son.....	3,020 00
John J. Bingham.....	1,290 50	J. J. Bingham.....	3,548 00
William A. Wheeler.....	1,384 00	William A. Wheeler.....	*2,982 00
Hyatt & Spencer.....	1,435 00	Watson & Pittinger....	3,398 00
Class No. 22, stationery :		Class No. 31, neat's-foot and tar oils :	
William C. Rogers & Co.	245 25	Joseph L. Savage.....	1,240 00
William A. Wheeler.....	337 00	John J. Bingham.....	*1,013 00
Brower Brothers.....	394 85	William A. Wheeler.....	1,055 00
William H. Arthur & Co.	*204 75	Hyatt & Spencer.....	1,280 00
John M. Whittemore & Co.	335 00		

Offers for supplies at the navy yard at Philadelphia, Pa., under advertisement dated July 9, 1867.

Class No. 1, flax canvas and twine:		John J. Bingham.....	\$240 00
William A. Wheeler.....	*\$8,145 00	William A. Wheeler.....	260 00
Joseph L. Savage.....	8,341 50	Joseph L. Savage.....	200 00
Brand & Gihon.....	11,448 75	Hyatt & Spencer.....	300 00
Benjamin Y. Pippy.....	9,155 00	Wheeler & Browning....	280 00
Class No. 2, cotton canvas and twine:		Class No. 24, ship chandlery :	
John J. Bingham.....	5,318 90	William Porter & Sons...	344 95
William A. Wheeler.....	5,211 85	John J. Bingham.....	389 30
Joseph L. Savage.....	5,118 20	William A. Wheeler.....	*237 75
Theo. Polhemus.....	*4,866 15	Joseph L. Savage.....	371 75
Benjamin Y. Pippy.....	5,630 90	Hyatt & Spencer.....	390 85
Class No. 10, leather:		Alonzo A. Foster.....	364 40
William Porter & Sons...	‡200 00	Wheeler & Browning....	321 85

* Accepted.

‡ Decided by lot.

Offers for supplies at the navy yard at Washington, D. C., under advertisement dated July 9, 1867.

Class No. 2, cotton canvas, &c.:	
Joseph L. Savage.....	\$11,245 00
John J. Bingham.....	11,135 00
William A. Wheeler.....	11,234 00
Theodore Polhemus.....	*9,900 00
Benjamin Y. Pippy.....	12,375 00

Class No. 4, tin and zinc:	
Joseph L. Savage.....	*358 00
William Porter & Sons...	400 94
Alonzo A. Foster.....	380 00
Wheeler & Browning....	415 00
John J. Bingham.....	435 00
William A. Wheeler.....	400 00
Hyatt & Spencer.....	400 00

Class No. 20, brushes, &c.:	
Joseph L. Savage.....	114 00
William Porter & Sons...	83 46
Alonzo A. Foster.....	96 00
Wheeler & Browning....	153 60
John J. Bingham.....	91 50
William A. Wheeler.....	90 90
Hyatt & Spencer.....	*73 80

Class No. 22, stationery:	
William C. Rogers & Co.	*247 10
Wheeler & Browning....	316 25
William A. Wheeler.....	292 00
William H. Arthur & Co.	284 25

Class No. 23, hardware:	
Joseph L. Savage.....	*688 47
Alonzo A. Foster.....	699 19
Wheeler & Browning....	913 25
John J. Bingham.....	738 04
William A. Wheeler.....	743 26
Hyatt & Spencer.....	737 47

Class No. 24, ship chandlery:	
Joseph L. Savage.....	439 55
William Porter & Sons...	711 29

Alonzo A. Foster.....	*\$409 50
Wheeler & Browning....	869 25
John J. Bingham.....	650 54
William A. Wheeler.....	591 45
Hyatt & Spencer.....	677 48

Class No. 29, firewood and coal:	
S. P. Brown & Son.....	*12,369 00
William A. Wheeler.....	12,613 00
Watson & Pittinger.....	16,350 00

Class No. 32, galley iron and steel:	
Joseph L. Savage.....	2,327 00
Wheeler & Browning....	2,482 50
William A. Wheeler.....	*2,009 00

Class No. 33, pig iron:	
Joseph L. Savage.....	*4,200 00
William Porter & Sons...	4,499 00
Wheeler & Browning....	4,750 00
Charles L. Oudesleys....	4,849 00
John J. Bingham.....	4,894 00
William A. Wheeler.....	4,925 00
Watson & Pittinger.....	7,500 00

Class No. 34, chain iron:	
Joseph L. Savage.....	*13,745 50
Wheeler & Browning....	16,492 50
Wyeth & Bro.....	13,753 55
William A. Wheeler.....	16,773 00

Class No. 35, sand:	
William A. Wheeler.....	*472 00

Class No. 36, charcoal:	
S. P. Brown & Son.....	*165 00
William Porter & Sons...	285 00
Wheeler & Browning....	187 50
William A. Wheeler.....	435 00
Watson & Pittinger.....	367 50
John L. Moore.....	172 50

Offers for supplies at the navy yard at Norfolk, Va., under advertisement dated July 9, 1867.

Class No. 2, cotton canvas and twine:	
John J. Bingham.....	\$3,555 26
Joseph L. Savage.....	8,196 50
William A. Wheeler.....	8,291 50
Theodore Polhemus.....	*7,510 34
Benjamin T. Pippy.....	8,878 10

Class No. 3, iron, &c.:	
John J. Bingham.....	537 50

Joseph L. Savage.....	\$577 00
Wheeler & Browning....	500 00
Alonzo A. Foster.....	*456 47
William A. Wheeler.....	530 00

Class No. 4, tin:	
William Porter & Sons...	391 45
John J. Bingham.....	444 50
Joseph L. Savage.....	400 00
Wheeler & Browning....	*375 00
Alonzo A. Foster.....	385 00

*Accepted.

William A. Wheeler.....	\$400 00	Hyatt & Spencer.....	\$1,142 25
Hyatt & Spencer.....	417 50		
Class No. 7, cooking utensils :		Class No. 23, hardware :	
William Porter & Sons...	578 00	William Porter & Sons...	1,052 16
John J. Bingham.....	639 15	John J. Bingham.....	833 74
Joseph L. Savage.....	358 75	Joseph L. Savage.....	*754 80
Wheeler & Browning.....	700 00	Wheeler & Browning....	1,642 40
Alonzo A. Foster.....	*316 25	A. A. Foster.....	758 85
William A. Wheeler.....	508 50	William A. Wheeler.....	870 20
Hyatt & Spencer.....	412 50	Hyatt & Spencer.....	900 77
Class No. 10, leather :		Class 29, firewood :	
William Porter & Sons...	*980 25	William Porter & Sons...	*1,048 00
John J. Bingham.....	1,050 00	John J. Bingham.....	1,800 00
Joseph L. Savage.....	1,063 50	S. P. Brown & Co.....	1,275 00
Wheeler & Browning....	1,423 50	Wheeler & Browning....	1,500 00
William A. Wheeler.....	1,282 65	William A. Wheeler.....	1,950 00
C. M. Clapp & Co.....	1,167 00	Watson & Pittinger....	1,090 00

Offers for anthracite coal for the navy, to be delivered at New York and Philadelphia under advertisement dated May 27, 1867.

AT NEW YORK.		AT PHILADELPHIA.	
	Per ton.		Per ton.
S. P. Brown & Son.....	\$5 85	S. P. Brown & Son.....	\$4 47
William A. Wheeler.....	*5 49	William A. Wheeler.....	4 51
Tyler & Co.....	5 60	John Rommel, jr.....	4 81½
John Rommel, jr.....	5 93½	Tyler & Co.....	4 53
George C. Mitchell.....	5 93	George C. Mitchell.....	*4 43
Albert R. Bass.....	5 64		

*Accepted.

BUREAU OF NAVIGATION.

BUREAU OF NAVIGATION, NAVY DEPARTMENT,
Washington, October, 1867.

SIR : I have the honor to submit the following report of this bureau, together with estimates for its support, and for the expenditures that will probably be required in that division of the naval service committed to its immediate charge, for the fiscal year ending June 30, 1869. Included in this report, and transmitted herewith, are the reports of the superintendents of the Naval Observatory and Nautical Almanac, to which I respectfully invite your attention.

BUREAU OF NAVIGATION.

The ordinary routine duties of providing, distributing, and keeping the supplies coming under the cognizance of this bureau, has been satisfactorily performed at the several naval stations during the past year. The supplies of navigation stores which had accumulated prior to the spring of 1865, (to which reference was made in the last preceding report,) and which still remained undisposed of, have been carefully examined, and articles unfit for reissue and not worth repairing have from time to time been sold at public auction, and the proceeds turned into the United States treasury.

The instruments, nautical books, and other navigation supplies, kept for issue to public vessels at the several naval stations, are, in general, conveniently ar-

ranged, alike for careful preservation and ready distribution, as may be required ; for all of which a strict accountability is exacted of the officers in charge.

The charts alone are kept for issue, as required, at the hydrographic office, where they are systematically arranged, and corrected, or withdrawn, from time to time, as new data are obtained, or new editions published.

The rates of all chronometers issued to vessels of the navy are accurately determined at the Naval Observatory, and when from long use or injury they are found to be unreliable, they are condemned and withdrawn from further issue.

The subject of compass deviations has continued to receive the particular attention of the bureau. No pains have been spared to secure the most reliable instruments, to have them properly placed on board ship, and to have careful and frequent determinations of compass errors made, with reports of the same sent to the bureau. The periodical examinations and reports required to be made of all the compasses of each vessel, while in commission, giving in detail estimates of their several characteristics, will, it is believed, result in furnishing a body of reliable practical data upon which to base a satisfactory judgment hereafter. And it is hoped that, from both classes of these reports, there will be something gained in the future for increased confidence, alike in the quality of the instrument and in its use on board modern ships of war.

HYDROGRAPHY.

The important interests of the United States in the commerce of the Pacific and Indian oceans, especially in the increasing trade with China and Japan, and the prospective development of our intercourse with the territory recently acquired from Russia, would seem to demand the active co-operation of this government with Great Britain, and with all other European powers, now engaged in smoothing the way to the commerce of all nations, by making careful surveys of the coasts and harbors bounding and lying upon these waters. The charts of the coasts of China, Japan, and of the late Russian possessions in America, are far from being complete or reliable ; and, with the present state of our knowledge of the navigable waters of those regions, they are visited at very considerable risk of both life and property.

Our regular cruisers may contribute, and they are even now contributing considerably to our stock of nautical information in those directions ; and so far as obtainable this information is being disseminated among navigators. But in view of the great extent of coast line of the newly acquired territory, the large amount of capital invested in the Chinese and Japanese trade, the great number of suspected dangers, many of which being of doubtful existence, and those actually existing seldom correctly placed on the charts, and the fact that large portions of these coasts, both of the continents and islands, have never been surveyed, it is believed that no more valuable or economical mode of relieving commerce of some of its embarrassments could be provided, than by at once commencing proper nautical surveys and prosecuting them vigorously, wherever needed, to render navigation safe, easy, and expeditious.

HYDROGRAPHIC OFFICE.

The Hydrographic Office, the commencement of whose operations was indicated in the report of last year, has continued the routine duties assigned to it, as originally designed. All reliable nautical information received at the department is there prepared for publication. Such charts of government surveys as are demanded are re-published under its immediate direction ; and all charts designed for publication are there prepared for the engraver's hands, the responsible charge of which, in all stages of the projecting, drawing, engraving, and printing, being committed to that office.

The repairing of nautical instruments has been transferred from the Naval Observatory to the Hydrographic Office, where a workshop has been suitably fitted; and good progress has already been made in refitting, cleaning, and adjusting the more delicate instruments found, when turned in from previous ship's use, to require this attention, in order to adapt them to further reissue in a serviceable condition.

The following list of charts, &c., indicates the work done and in hand, during the past year, in that division of its duties:

Re-publications.

Wilkes's chart of Sandwich Islands, corrected.

Harbor chart of Waieka, or Hilo, Sandwich Islands, (Wilkes,) with additions and corrections.

Behring's sea and Arctic ocean, (by United States North Pacific surveying expedition,) with additions and corrections.

New publications.

North Pacific islands (by United States expedition for the survey of the route between California and China,) comprising the following: Johnson or Cornwallis island, Gaspar Rico reef, Gardiner's island, Bird island, Necker island, Maro reef, French Frigate shoal, and Laysan island.

Sketch of Cultivator shoal, survey of Commander Chandler, United States navy.

In the hands of engraver.

Aleutian archipelago, sheet No. 2, (by United States North Pacific surveying expedition.)

Preparing for publication.

Aleutian archipelago, sheet No. 3, (by United States North Pacific surveying expedition.)

Madjico Sima group, (by United States North Pacific surveying expedition.)

Harbor of Ciara, northeast coast of South America, (Simpson.)

Tsuruga harbor, west coast of Japan, (by Commodore Goldsborough, United States navy;) and

Sailing directions for various places on the west coast of Japan, recently visited by the United States steamer Shenandoah, Commodore J. R. Goldsborough.

The remaining unreduced work of the late North Pacific survey, under the command of Commander (now Commodore) John Rodgers, United States navy, has been so nearly finished and placed in the hands of the engraver, that little is left to be done, beyond some compiling from the most reliable Russian authorities, to complete the chain of the Aleutian islands and the adjacent coast.

The surveys made in 1858-'59, in the United States schooner Fenimore Cooper, under the command of Lieutenant J. M. Brooke, United States navy, have been reduced and published.

The United States steamer Lackawanna, Captain William Reynolds, United States navy, has reported that a number of supposed dangers in the track of vessels from Honolulu to Brooks's island do not exist; and that officer is now engaged in making a careful survey of Brooks's island, lying in the track of vessels bound from San Francisco to China. The results of preliminary surveys and examinations of various places visited by the United States steamer Shenandoah, Commodore J. R. Goldsborough, United States navy, on the coast and in the enclosed waters of Japan, have been recently reported by Rear-Admiral H. H. Bell, United States navy, commanding the Asiatic squadron, and will be prepared without delay and published for the use of navigators.

NAVAL APPRENTICES.

The naval apprentice system not only continues to win favor, as is shown by the increasing number of applicants for enlistment, but its usefulness becomes more apparent as sufficient time is furnished for the development of its educational training, and for showing its adaptation to the wants of the naval service. And its results to the apprentices themselves are already evidenced in the progress made, by a majority of them, in acquirements and general aptitude, of a kind to practically fit them for the duties of a seaman.

NAVAL ACADEMY.

The annual report of the superintendent of the Naval Academy, addressed to the Secretary of the Navy, exhibits the condition of that institution to the close of the last academic year.

The new chapel, and the additional quarters for midshipmen, authorized by late acts of Congress, are under construction by contract.

NAVAL OBSERVATORY.

The work done at, and suggestions made in reference to, the Naval Observatory, are fully set forth in the report of the superintendent.

NAUTICAL ALMANAC.

The report of the superintendent of the Nautical Almanac shows that progress has been made, during the past year, towards a more extended advance publication of the almanac. The purpose is to have it available for issue to navigators at least three years in advance of the time of using it.

I have the honor to be, very respectfully, your obedient servant,
THORNTON A. JENKINS,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES NAVAL OBSERVATORY,
Washington, October 10, 1867.

SIR: I have the honor to submit the following report of the work of this observatory during the past year. The estimates have already been handed in, a copy of which is hereunto appended.

ASTRONOMICAL WORK.

The routine of work which existed under the superintendency of my predecessor, Rear-Admiral C. H. Davis, whom I relieved on the 15th of May last, has been continued.

The Equatorial.—This instrument has been under the charge of Mr. James Ferguson, assistant astronomer, aided by Professor J. R. Eastman. It has been chiefly employed, as usual, in the observation of the smaller and more recently discovered asteroids. Of these, there have been observed Thisbe, Concordia, Niobe, (89), Bellona, Erato, Isis, Ariadne, and Hesperia. The number of observations of each, except Thisbe and (89), has been less than during former years; and the observations have been made with the view of identifying the planets when they were faint, or when the ephemerides were defective.

All occultations, when not obscured by clouds, have been observed; and the work on the Pleiades has been prosecuted whenever an opportunity occurred.

The first months of 1867 were unfavorable for observing. Several comparisons of stars about the variable star in Corona Borealis were made from time to time; and in April, observations were made of the angle of position of the companion of Sirius, and of its distance from that star.

A portion of each favorable night has been devoted to searching for comets and asteroids, and to general observations; but, owing to the comparatively small power of this instrument, we have not been as successful in the discovery of asteroids as other observatories with larger instruments.

All the computations have been made by the assistant astronomer, and the work for 1866 is ready for the printer.

The impetus given to scientific inquiry by the recent developments of the spectroscope, in regard to the chemical analysis of the heavenly bodies, renders it very desirable that this institution should be provided with such an instrument. Accordingly, the cost of a spectroscope, to be attached to the equatorial, has been introduced into the special estimates for the year.

The Transit Circle.—The work of "a more accurate determination of the positions of the stars in the American Ephemeris" takes about half the labor of the instrument, and will be completed with the year 1869 or 1870.

The work of determining the positions of 350 stars, required by the Coast Survey in determining the latitudes of its stations, is nearly done, and will be finished before the close of the year.

The observations of planets and asteroids have been continued as during last year, except that attention is confined to those asteroids which, through their position or their minuteness, may escape the scrutiny of European astronomers.

During 1866, 4,470 observations of heavenly bodies were made; besides 650 observations of the nadir point and collimators, for the determination of the zenith point of the instrument, and more than a hundred determinations of the level and collimation errors.

Up to the date of this report, the number of celestial observations in 1867 is nearly 4,000. The estimated number for the year is 5,000—the determination of the Coast Survey stars requiring more than 1,000 observations.

As a general rule, reductions keep pace with the observations, at an interval of a month. The observations for 1866 are ready for the printer, except some general revision. At the present time, however, the reductions have fallen behind two months, owing to the illness of one of the aids, and the press of extra work.

Two laborious pieces of extra work have just been completed:

1. *The description of the transit circle, with an investigation of its constants*—The investigation is believed to be the most elaborate and severe to which an astronomical instrument was ever subjected. It is now passing through the press, as an appendix to the volume of observations for 1865.

2. *An investigation of the distance of the sun.*—Not only is this distance the only element through which we know anything of the distance of a single body beyond the moon, but it is a necessary element in the reduction of every observed declination of the sun or a planet. It is an element the exact value of which was altogether in an unsettled state. More than ten years since, the startling announcement was made by Hansen that the lunar theory indicated an error of more than one-thirtieth in the value of the solar parallax, which had, for a generation, been received with unquestioned confidence by astronomers. A few years afterwards, Le Verrier was led to the same conclusion, by his investigations of the planetary theories. The correction indicated by these researches was a reduction of the distance by three or four millions of miles.

In 1862, a general co-operative effort was made by the principal observatories of the world to fix this important element by corresponding observations of Mars in the two hemispheres of the earth.

Two independent plans of observation were proposed: one by Captain Gilliss, from this establishment; the other by Dr. Winuecke, from the Central Russian

Observatory at Pulkowa. The latter was more extensively adopted, though a sufficient number of observations were made on Captain Gilliss's plan to give a very valuable result. Their result, as deduced by Professor Hall, gave for the parallax $8''.84$; showing that the supposed diminution of the sun's distance was real, but not as great as Hansen and Le Verrier had indicated.

Up to last winter, no general discussion of the observations, made according to the Pulkowa plan, had been attempted. Discussions of detached portions of the series had, indeed, been made by Mr. Ferguson here; by Mr. Stone, at the Greenwich Observatory, and by Dr. Winnecke himself; but as more than half the observations were not employed in either of these discussions, the results could not, in any way, be regarded as final.

A definitive value of the parallax being a desideratum, an arrangement was last winter made between Admiral Davis and M. Struve, by which the entire work of the discussion was placed in the hands of Professor Newcomb. Besides discussing the Mars observations, the required element was deduced by all the other known methods. The following are the separate results for the sun's mean parallax:

From Mars observations, by the Pulkowa plan.....	8.852
From Mars observations, by the Washington plan (Professor Hall).....	8.842
From the parallactic equation of the moon.....	8.835
From the lunar equation of the earth.....	8.809
From the transit of Venus in 1769 (Powalky).....	8.860

The concluded value, from a combination of all the results, is $8''.85$, with a possible error of not more than two or three hundredths of a second, corresponding to a distance of the sun of 92,360,000 miles.

In the computations for the solar parallax, Mr. C. Thirion rendered material assistance, in addition to his other duties as aid. The observations with the transit circle have been made principally by Professors Newcomb and Hall, and Mr. Thirion. Mr. Rogers assisted in the reductions, and observed during the absence of Professor Newcomb. The work of copying the observations for the press has been done by Captain Whiting and Professor Beecher.

The mural circle and the transit instrument are in charge of Professor Yarnall, assisted by Mr. Doolittle. The former instrument has been employed in determining the declinations of stars, the right ascensions of which had already been determined with the transit instrument. Considerable progress has been made towards supplying this co-ordinate; and in another year the general catalogue will be so far advanced that the printing of it may be commenced. It is proposed to observe again next year, with the transit instrument, the right ascensions of a large number of stars the declinations of which have been determined in past years. The reduction of the mural circle observations was made by Mr. Doolittle. Besides the current work, Professor Yarnall has been diligently engaged in the work of arranging and preparing the general catalogue for the press. He also during the year superintended the publication of the observations made with the transit instrument in 1865, and prepared the introduction to that work.

METEOROLOGICAL OBSERVATIONS.

This work is under the immediate supervision of Professor Eastman, in addition to his astronomical duties. The instruments in use during the year were a mercurial barometer; *dry, wet*-bulb, and sun thermometers; wind vane, and rain-gauge. These instruments, except the rain-gauge, have been observed every three hours, beginning at midnight, by the watchmen, of whom the utmost care is required in the discharge of this portion of their duties.

The transcripts from the journal, and the computation of results, have all

been made by the officer in charge, and the results of the observations of 1866 are ready for the press. This officer also compared the self-registering maximum and minimum thermometers furnished from the observatory to our naval vessels.

Very much remains to be done that is desirable to accomplish for the advancement of meteorological science in this institution.

Correct observations must first be obtained in order to deduce true meteorological laws; and *hourly* observations of atmospheric *pressure* and *temperature*, and of the *direction* and *velocity* of the wind, for at least *five* years, are absolutely essential to the proper determination of the meteorological constants, and the true knowledge of the daily and yearly fluctuations at any station.

To attain these results with our present system of observation, and with the instruments on hand, is almost impossible; and our only remedy seems to be to resort to self-registering instruments. These are being used with success in all the first-class institutions in Europe, and are beginning to be properly recognized in this country.

The naval service of the United States, and the merchant service, are alike deeply interested in meteorology and its advancement, as they are in astronomy; and while this is a naval institution, and the only government institution of the kind in the country, it seems most proper, and in keeping with the demands of the service, the age, and of science, that the observatory should be supplied with the latest and most accurate improvements in meteorological as well as astronomical instruments.

In view, therefore, of the wants of the observatory, I recommend the purchase of suitable meteorological instruments, and have embraced in the estimates a list of them, with their cost, and that of a tower for properly mounting them.

CHRONOMETER ROOM.

Ten large receiving cases, with the standard mean-time clock and its telegraphic connections, occupy the chronometer room.

In the receiving cases are, at this date, one hundred and one (101) chronometers, running on trial, having been recently examined and cleaned. Two thirds of this number are ready for immediate service. Careful selections are always made with reference to the station to which the vessel to be supplied is assigned.

These instruments are wound and compared with the mean-time standard clock daily, and their rates entered on the comparison papers in the chronometer journal, every tenth day; and on the "trial" forms, for six months or a year, consecutively, as they are tested for repairs, or are under trial for purchase. Each receiving case contains a self-registering thermometer—the error of which has been accurately determined—by which the temperature is made available as a proof of their reliability.

The chronometer room has been recently rearranged with regard to light and ventilation. The results of "trials," thus far, show that the instruments made by Messrs. Negus, of New York city, the late Wm. Bond & Son, of Boston, and Charles Frodsham, of London, are of superior merit for accuracy and regularity of performance, under variations of temperature.

The chronometer room is in charge of Commander A. W. Johnson. For the past year, this officer has been engaged—in addition to his routine service of winding and comparing, selecting chronometers for issue as they are ordered by the bureau, and having them cleaned and repaired—in collating the history of each instrument from the date of its manufacture and purchase. Books are being prepared for these entries which when completed will give to each chronometer its correct valuation. Under this new system of accountability and method, eighty-eight (88) chronometers have been condemned as unreliable, and, by authority of the bureau, withdrawn from service.

The error of the mean-time standard clock is obtained by observations with the transit circle, every fifth day, weather permitting; and the time at noon, at 7 a. m., and at 6 p. m., is transmitted by telegraph to stations in the city; and at noon, by the different lines of wires, to the northward, eastward, and westward, and as far southward as Texas.

The instrument maker, Mr. Wm. F. Gardner, under the direction of the professors observing, is charged with keeping in working condition the astronomical instruments, the batteries, &c., and is now engaged in arranging suitable telegraphic connections for controlling a clock at the Navy Department, and causing it to beat in unison with the standard time-keeper at the observatory.

I have asked, in the estimates, for an appropriation to cover the cost of a mean-time clock and a thermo-chronometer, for use in the chronometer room. The latter instrument is compensated to run on mean-time, under a certain temperature, and to show, by its gain or loss in any given time, the mean temperature of its locality. It furnishes the means of determining daily rates in the order of temperature. Such an instrument, it may be remarked, is employed for this purpose at the Greenwich Observatory.

THE LIBRARY.

Through the liberality of Mrs. Gilliss, the widow of Captain James M. Gilliss, a former superintendent, the library has been since the last report increased beyond the additions usually made by purchases and by exchanges of the publications of the observatory. This gift has also supplied in several cases vacancies in valuable series which could have been with difficulty supplied by inquiry and outlay.

The usual number of volumes of the annual observations have been distributed. They have been the astronomical and meteorological observations for 1864, and the astronomical for 1851-'52, recently reduced. The distribution has been made partly through the courteous officers of our Department of State, and partly by those of the Smithsonian, as well as by mail; and the endeavor has been to supply observatories, scientific institutions, and men of scientific attainment at home and abroad. The list is steadily increasing; the files of the observatory hold flattering acknowledgments from observatories as far distant even as the Cape of Good Hope and Australia.

A comprehensive report on interoceanic railroads and canals, called for by the resolution of the Senate of the United States of March 19, 1866, was prepared by my predecessor, Rear-Admiral Davis, and transmitted to Hon. Secretary of the Navy on the 11th of July following. It was accompanied by a series of maps, original and compiled, illustrating "the various proposed lines of interoceanic canals and railroads."

Professor J. E. Nourse was charged by the late Superintendent with the duty of aiding in the investigation of these routes, and in the preparation of his report and of the distribution of the copies of the same, placed by resolution of the Senate at the disposal of the observatory. He has also charge of the library, and the distribution of the annual volumes of the observatory.

REORGANIZATION.

The seventh section of the act making appropriations for the naval service for the year ending 30th June, 1867, approved April 17, 1866, which enacts "that hereafter no vacancy in the grade of Professor of Mathematics in the Navy shall be filled," will seriously cripple the operations of the observatory unless some provision be made by law to fill vacancies in that corps occurring among the professors of mathematics employed at this institution.

I would propose a reorganization of the officers who are observers, as follows: In addition to the Superintendent, the following commissioned officers:

One astronomer, with the pay and allowances of a commander in the navy on shore duty.

Five (5) assistant astronomers as observers, and one (1) as librarian, (with astronomical or meteorological duties as may be required,) with the pay and allowances of lieutenant commander on shore duty.

Four (4) aids for computing and observing, with pay and allowances of master. One secretary, with pay of \$1,800 per annum.

This plan does not call for more officers than are now employed at the observatory, except one additional aid, who was asked for by my two immediate predecessors, and the duties devolving upon that class urge me to repeat the request.

I take this occasion earnestly to recommend that the pay of the civilians engaged in astronomical and other duties at the observatory be increased. The salaries now paid to them were fixed several years ago—more than ten years in some instances. The duties performed by most of them are by no means those of clerks or computers only, but require no inconsiderable knowledge of astronomy and general science. Some of them have been many years in the public service.

On the 27th of September last, I had the sad duty to report to the department the death of Mr. James Ferguson, who had been for almost twenty years the assistant astronomer of this observatory. For his scientific ability he stood high among astronomers. He was a most efficient assistant, and to his labors much of the present high standing of this institution is due. In his death the scientific world has lost a bright ornament, the observatory a most able collaborator, and I a most esteemed personal friend and counsellor in my duties as superintendent.

Very respectfully, your obedient servant,

B. F. SANDS,
Commodore, Superintendent.

Commodore THORNTON A. JENKINS, U. S. N.

Chief of Bureau of Navigation and Office of Detail, Navy Department.

NAUTICAL ALMANAC OFFICE,
October 10, 1867.

SIR: In compliance with your order of August 16, I have the honor to submit the following report of the work of this office during the past year:

The principal duties of the office, the chief work to be done, and the methods by which it is accomplished, remain substantially the same from year to year. Most of the computers, however, are paid, instead of annual salaries, a stipulated price for the portion of each annual ephemeris prepared by each, and their work is subjected to more thorough tests.

The large volume for 1868, in press at the time of my last report, was ready for distribution on the 3d of November. The small almanac for 1869, prepared for the use of navigators, although the greater part was sent to the printer before October, 1866, was not printed and ready for distribution until the latter part of May, 1867. The delay was incident to the transfer of the printing to another office and new compositors, and arrangements are now made by the Public Printer which, I trust, will prevent such delay in future.

The large volume for 1869 is completed and stereotyped. I am awaiting the final proofs and printing. These should be completed within a fortnight.

During the year I have been able to gain nearly three months in the preparation of the ephemeris, so that nearly all of the complete ephemeris for 1870 is now ready, and the printer has made some progress on the small almanac. All the manuscript of the latter will be in his hands before December, and the printing might be completed before January. Considerable progress has been made in the ephemerides of the sun and moon for 1871.

Tables for facilitating the reduction of places of the fixed stars, which have been used for several years in the preparation of the star ephemeris, have been completed and arranged for publication.

Tables of Harmonia have been prepared by Mr. Schubert, who continues his work on the newly discovered planets as in former years.

The great work of determining the masses and elements of the principal planets, and the revision of the tables of the moon, have been interrupted by the appointment of Professor Peirce to the superintendency of the United States Coast Survey. Arrangements for renewing them with more vigor and speedy promise of completion, I hope soon to submit to you for approval. A larger appropriation than that asked for could be very advantageously employed in pushing forward this important contribution to astronomy.

The sale of almanacs during the year has not exceeded 4,400 copies. The great decrease is attributable to the depression of the commerce of the country.

Copies of estimates for the Nautical Almanac Office for the next fiscal year, submitted to you August 27, are enclosed herewith.

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

J. H. C. COFFIN,

Professor of Mathematics, U. S. N., Sup't Nautical Almanac.

Commodore THORNTON A. JENKINS, U. S. N.

Chief of Bureau of Navigation, Washington, D C.

ESTIMATES OF THE BUREAU OF NAVIGATION FOR THE FISCAL YEAR
ENDING JUNE 30, 1869.

NAVIGATION—A.

List of papers composing the estimates for the fiscal year ending June 30, 1869.

FOR THE BUREAU.

Navigation, B.—Estimate for the support of the bureau.

FOR THE NAVAL SERVICE.

Navigation, No. 1.—Estimate for the pay of commissioned and warrant officers of the navy, and for mileage and transportation of the same.

Navigation, No. 2.—Estimate for navigation and navigation supplies.

Navigation, No. 3.—Estimate for support of the Naval Academy.

Navigation, No. 4.—Estimate for support of the Naval Observatory.

Navigation, No. 5.—Estimate for support of the Nautical Almanac.

Navigation, No. 6.—Summary of estimates from the Bureau of Navigation.

Navigation, No. 7.—Recapitulation of appropriations under the cognizance of the Bureau of Navigation.

BUREAU OF NAVIGATION, 1867.

NAVIGATION—B.

Estimate of the amount required for the support of the Bureau of Navigation for the fiscal year ending June 30, 1869.

For salary of chief of bureau, per act of July 5, 1862, section 2.....	\$3,500
For salary of chief clerk, per act of July 5, 1862, section 3.....	1,800
For salary of one clerk, (fourth class,) per act of July 23, 1866, section 8.....	1,800
For salary of one clerk, (second class,) per act of July 23, 1866, section 8.....	1,400
For salary of messenger, per act of July 5, 1862, and per act of July 23, 1866, section 7.....	1,000
For wages of laborer, per act of February 25, 1863, and per act of July 23, 1866, section 7.....	720

10,220

For amount respectfully submitted as increase of salary of chief clerk.....	\$400
For contingent expenses of bureau.....	2,400
For salary of one clerk, (third class,) respectfully submitted.....	1,600
Total	14,620
Appropriated for year ending June 30, 1868.....	\$12,620

BUREAU OF NAVIGATION, 1867.

NAVIGATION—No. 1.

Estimate of the amount required under the head Pay of the Navy, for the payment of commissioned and warrant officers at sea, on shore, on special service, and of those on the retired list and unemployed, and for mileage or transportation of officers travelling under orders.

For the fiscal year ending June 30, 1869.....	\$6,160,560
Amount appropriated for the year ending June 30, 1868.....	\$6,326,280

BUREAU OF NAVIGATION, 1867.

NAVIGATION—No. 2.

Estimate of the amount required for navigation and navigation supplies, and for purposes incidental to navigation, for the fiscal year ending June 30, 1869.

1. For compass stations, and for repairs and care of same.....	\$4,000
2. For services and materials for correcting compasses on board of vessels, and for testing compasses on shore.....	3,500
3. For nautical and astronomical instruments, for nautical books, maps, and charts, and sailing directions, and for repairs of instruments for vessels of war.....	15,000
4. For books for libraries for vessels of war, and for books and stationery for naval apprentices.....	4,500
5. For binnacles, pedestals, and other appurtenances of ships' compasses to be made in the yards.....	6,000
6. For bunting and other material for flags, and for making and repairing flags of all kinds for the navy.....	7,500
7. For navy signals other than signal flags, namely, signal lanterns, lights, rockets, and apparatus of all kinds for signal purposes: for drawings and engravings for signal books.....	9,000
8. For logs, log lines, log reels, log paper, and sand glasses; for leads, lead reels, lead lines, armings for leads, and other sounding apparatus, and for running lights, (side and head lanterns prescribed by law).....	8,000
9. For musical instruments for vessels of war.....	2,000
10. For commanders' and navigators' stationery for vessels of war.....	10,000
11. *For oil for vessels of war, other than for engineer department.....	69,500
12. *For local and foreign pilotage for vessels of war.....	81,000
13. For lamps and lanterns of all kinds; for binnacles, standard compasses, and tops; for lamps for cabins, wardroom, and other quarters for officers, and for decks, holds, and storerooms; and for lampwicks, chimneys, shades, and other appendages.....	12,000
14. For pay of laborers employed on navigation duty at navy yards; for freight and transportation of navigation materials, instruments, books, and stores; for postage on public letters; for telegraphing on public business; for advertising for proposals; for packing-boxes and material; for blank books, forms, and stationery at navigation offices, and for incidental expenses not otherwise mentioned.....	13,850
15. †For purchase of hydrographic building and ground.....	30,000
16. For preparing and publishing maps, charts, and nautical books, as per act approved June 21, 1866, chapter CXXIX.....	25,000
17. For salaries of eight clerks employed on navigation duty, including one at each of the following navy yards and stations, viz., Portsmouth, Boston, New York, Philadelphia, Washington, Norfolk, Pensacola, and Mare island.....	12,000
Total	312,850
Appropriated for fiscal year ending June 30, 1868.....	\$285,850

*Transferred from Bureau of Equipment and Recruiting.

†Submitted.

ESTIMATES FOR THE SUPPORT OF THE UNITED STATES NAVAL ACADEMY
FOR THE FISCAL YEAR ENDING JUNE 30, 1869.

NAVIGATION—No. 3.

Estimate of the amount required for the pay of professors, assistant professors, and others on duty at the United States Naval Academy, for the fiscal year ending June 30, 1869, chargeable to the appropriation for the support of the Naval Academy.

1 professor of mathematics	\$1,800 00
7 assistant professors of mathematics.....	9,800 00
1 professor of astronomy, navigation, and surveying.....	1,800 00
1 assistant professor of astronomy, navigation, &c.....	1,400 00
1 professor of natural and experimental philosophy.....	1,800 00
2 assistant professors of natural and experimental philosophy.....	2,800 00
1 professor of ethics and English studies.....	1,800 00
9 assistant professors of ethics and English studies.....	12,600 00
1 professor of the French language.....	1,800 00
5 assistant professors of the French language.....	7,000 00
1 professor of the Spanish language.....	1,800 00
2 assistant professors of the Spanish language.....	2,800 00
1 professor of drawing and draughting.....	1,800 00
3 assistant professors of drawing and draughting.....	4,200 00
1 sword master.....	1,200 00
2 assistant sword masters.....	1,600 00
1 boxing master.....	800 00
1 assistant librarian.....	1,400 00
1 secretary.....	1,600 00
1 clerk to the superintendent.....	1,200 00
2 clerks (one at \$1,000 and one at \$800).....	1,800 00
1 clerk to the commandant of midshipmen.....	800 00
1 clerk to the paymaster.....	1,000 00
1 clerk to aid in auditing accounts of midshipmen quartered in school ships..	600 00
1 clerk to paymaster in charge of stores.....	1,000 00
1 writer to paymaster in charge of stores, at \$3 per diem.....	1,095 00
1 commissary to subsist the midshipmen.....	288 00
1 messenger to the superintendent.....	480 00
1 armorer.....	529 50
1 gunner's mate.....	469 50
1 quarter gunner.....	409 50
1 cockswain.....	469 50
1 apothecary of the first class.....	750 00
1 cook for midshipmen's mess.....	325 50
2 seamen to assist armorer and attend in department of infantry tactics.....	699 00
1 seaman to attend in department of seamanship, and for police duties, &c..	349 50
1 band master.....	528 00
14 musicians of the first class.....	6,264 00
7 musicians of the second class.....	2,100 00
2 drummers, } musicians of the first class.....	1,044 00
1 fifer..... }	
	<hr/>
	82,001 00
	<hr/>
Pay of professors and others.....	\$2,001 00
Amount appropriated for fiscal year ending June 30, 1868.....	76,706 00
	<hr/>
Excess.....	5,295 00
	<hr/>

Difference reconciled as follows :

Increase recommended.

1 assistant professor of natural and experimental philosophy.....	\$1,400 00
1 assistant professor of the Spanish language.....	1,400 00
Increase to the assistant librarian.....	400 00
1 clerk to paymaster in charge of stores.....	1,000 00
1 writer to paymaster in charge of stores, at \$3 per diem.....	1,095 00
	<hr/>
Total increase recommended.....	5,295 00
	<hr/>

Estimate for the wages of watchmen, attendants at the gas and steam heating works, and others on duty at the Naval Academy, for the fiscal year ending June 30, 1869.

1 captain of the watch, at \$2 50 per diem.....	\$912 50
4 watchmen, at \$2 25 per diem.....	3,285 00
1 foreman of gas and steam-heating works, at \$4 per diem.....	1,460 00
10 attendants at the gas and steam-heating works at academy and school ships, one at \$3 25, three at \$3, and six at \$2 50 per diem.....	9,946 25
3 joiners, at \$3 50 per diem.....	3,832 50
2 painters, at \$3 50 per diem.....	2,555 00
2 masons, at \$3 50 per diem.....	2,555 00
1 tinner, at \$3 per diem.....	1,095 00
1 gas-fitter, at \$3 per diem.....	1,095 00
1 blacksmith, at \$3 per diem.....	1,095 00
1 mechanic at workshop, at \$2 25 per diem.....	821 25
1 master laborer to keep public grounds in order, &c., at \$2 28 per diem....	832 20
14 laborers to assist in same, three at \$2, and eleven at \$1 75 per diem.....	9,216 50
1 laborer to superintend midshipmen's quarters, public grounds, &c., at \$2 28 per diem.....	832 20
4 attendants for recitation rooms, library, chapel, and offices, at \$20 per month.....	960 00
20 servants to keep in order and attend to midshipmen's quarters, public buildings, &c., at \$20 per month.....	4,800 00
	<hr/>
	45,293 40
Amount appropriated for the fiscal year ending June 30, 1868.....	44,837 15
	<hr/>
Excess.....	456 25
	<hr/> <hr/>

Estimate for contingent expenses of the Naval Academy for the fiscal year ending June 30, 1869

For material for heating and lighting the academy and school-ships, bandsmen's quarters, &c.....	\$18,000 00
For the purchase of books for the library.....	2,000 00
For stationery, blank books, maps and models.....	3,500 00
For expenses of board of visitors.....	2,000 00
For postage on public service.....	750 00
For furniture and fixtures for public buildings, new quarters, &c.....	2,000 00
For expenses in the astronomical and philosophical departments, &c.....	500 00
For furniture and fixtures for additional quarters to be erected for midshipmen.....	1,500 00
For the purchase of steam machinery, steam pipe, and fixtures, for rent of buildings for use of the academy, for freight, cartage, water, musical instruments, uniforms for bandsmen, telegraphing, and for the current expenses and repairs of all kinds, and for incidental labor not applicable to any other appropriation.....	35,200 00
	<hr/>
	65,450 00
Amount appropriated for the year ending June 30, 1868.....	68,950 00
	<hr/>
Decrease.....	3,500 00
	<hr/> <hr/>

Estimate of the amount required for various purposes at the Naval Academy for the fiscal year ending June 30, 1869.

For finishing centre building and west wing of the new quarters for midshipmen.....	\$30,895 00
For the erection of additional quarters for officers.....	45,000 00
For painting the buildings of the academy.....	4,000 00
For repairs of pavements, &c.....	2,000 00
For repairs of wharves.....	500 00
For rent of quarters for the foreman of the gas and steam-heating works, at \$15 per month.....	180 00
	<hr/>
	82,575 00
Amount appropriated for the year ending June 30, 1868.....	33,860 00
	<hr/>
Excess.....	48,715 00
	<hr/> <hr/>

Estimate of the amount required for the support, &c., of the department of steam enginery in the United States Naval Academy for the fiscal year ending June 30, 1869.

For engineers' stores.....	\$500 00
For material for repair of steam machinery.....	1,000 00
For the extension and completion of the building for the department of steam enginery.....	6,000 00
	<hr/>
Amount appropriated for the year ending June 30, 1869.....	7,500 00
	<hr/>
Decrease.....	17,000 00
	<hr/>
	9,500 00

Estimate for the wages of the following persons on duty in the machine shop of the department of steam enginery in the United States Naval Academy for the fiscal year ending June 30, 1869.

1 machinist, at \$3 50 per diem.....	\$1,277 50
1 machinist, at \$3 per diem.....	1,095 00
1 blacksmith, at \$3 50 per diem.....	1,277 50
1 boiler maker, at \$3 50 per diem.....	1,277 50
1 pattern maker, at \$3 50 per diem.....	1,277 50
1 moulder, at \$3 50 per diem.....	1,277 50
2 laborers, at \$1 75 per diem.....	1,277 50
	<hr/>
	8,760 00
	<hr/>
Amount appropriated for the year ending June 30, 1868.....	\$8,760 00
	<hr/>

RECAPITULATION.

APPROPRIATION, NAVAL ACADEMY.

Pay of professors and others.....		\$82,001 00
Pay of watchmen and others.....	\$45,293 40	
Contingent expenses.....	65,450 00	
Additional quarters, repairs, &c.....	82,575 00	
Support of the department of steam enginery.....	7,500 00	
Pay of mechanics and others in same.....	8,760 00	
	<hr/>	
		209,578 40
		<hr/>
Total.....		291,579 40
		<hr/>
Total appropriated for the year ending June 30, 1868.....		\$283,913 15
		<hr/>

Respectfully submitted :

DAVID D. PORTER,
Vice-Admiral and Superintendent Naval Academy.

NAVAL ACADEMY,
Annapolis, Md., August 22, 1867.

Approved :

THORNTON A. JENKINS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1867.

ESTIMATES FOR THE SUPPORT OF THE UNITED STATES NAVAL OBSERVATORY FOR THE FISCAL YEAR ENDING JUNE 30, 1869.

NAVIGATION—No. 4.

Estimate of the amount required for the pay of the civil officers on duty at the United States Naval Observatory for the fiscal year ending June 30, 1869, chargeable to the appropriation for the support of the Naval Observatory.

SALARIES.

For salary of assistant astronomer, per act of March 3, 1855, (Statutes at Large, Little & Brown's edition, volume X, chapter CXCVIII, section 7, page 681).....	\$2,500 00
For salary of clerk, per act of March 3, 1855, (Statutes at Large, Little & Brown's edition, volume X, chapter CLXXV, section 10, page 670).....	1,500 00

For salary of three aids, per act of May 21, 1864, (Statutes at Large, Little & Brown's edition, volume XIII, chapter XCIII, section 1, page 84).....	\$4,000 00
Total	8,000 00
Appropriated for the year ending June 30, 1868.....	<u>\$8,000 00</u>

Estimate of the amount required for the wages of instrument maker, watchmen and others, and for the incidental expenses of the United States Naval Observatory, for the year ending June 30, 1869.

For wages of one instrument maker, three watchmen, one messenger and one porter; for keeping grounds in order, and repairs to buildings and enclosures; for fuel, light and office furniture; purchase of books for the library; and for stationery, chemicals for batteries, postage, freight and incidental expenses.....	\$13,500 00
Appropriated for the year ending June 30, 1868.....	<u>\$13,500 00</u>

Special estimate of the amount required for the proposed purchase of meteorological instruments, the erection of a brick tower for mounting them, and for the purchase of instruments for astronomical purposes.

1 barometer, (self-registering).....	\$300 00	
1 thermometer, (self-registering).....	300 00	
1 anemometer, (Robinson's).....	50 00	
1 wind vane.....	75 00	
1 registering apparatus for anemometer.....	75 00	
		<u>\$800 00</u>
Erection of brick tower.....		1,970 00
		2,770 00
1 mean-time clock.....		400 00
1 thermo-chronometer.....		500 00
1 spectroscope for equatorial telescope.....		200 00
Total.....		<u>3,870 00</u>

RECAPITULATION.

APPROPRIATION, NAVAL OBSERVATORY.

Salary of assistant astronomer, clerk and three aids.....	\$8,000 00
Salary of instrument maker, watchmen and others, and contingent.....	13,500 00
Purchase of instruments and erection of tower.....	3,870 00
Total.....	<u>25,370 00</u>
Appropriated for the year ending June 30, 1868.....	<u>\$21,500 00</u>

Respectfully submitted:

UNITED STATES NAVAL OBSERVATORY,
Washington, September 20, 1867.

Approved:

BUREAU OF NAVIGATION, 1867.

B. F. SANDS,
Commodore, Superintendent.

THORNTON A. JENKINS,
Chief of Bureau.

ESTIMATES FOR THE SUPPORT OF THE NAUTICAL ALMANAC FOR THE FISCAL YEAR ENDING JUNE 30, 1869.

NAVIGATION—No. 5.

Estimates for the American Ephemeris and Nautical Almanac for the fiscal year ending June 30, 1869.

For pay of computers.....	\$15,000 00
For the new planets discovered since 1849.....	2,000 00
For revision of tables of the moon and of the larger planets.....	2,000 00
For clerk.....	1,200 00
For contingent expenses, including office expenses, servant hire, fuel, stationery, expresses, &c.....	1,000 00
	21,200 00
	21,200 00

Respectfully submitted:

J. H. C. COFFIN,

Professor of Mathematics U. S. N., Super't Nautical Almanac.

Commodore THORNTON A. JENKINS, U. S. N.,
Chief of Bureau of Navigation, Washington, D. C.

Approved:

THORNTON A. JENKINS,
Chief of Bureau.

NAVIGATION—No. 6.

Summary of estimates from the Bureau of Navigation for the fiscal year ending June 30, 1869.

FOR SUPPORT OF BUREAU.

Salaries and contingent, (Navigation—B).....	\$14,620 00
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FOR THE NAVAL SERVICE.

1. For pay of commissioned and warrant officers, and for mileage and transportation of same, (Navigation, No. 1).....	6,160,560 00
2. For navigation and navigation supplies, (Navigation, No. 2).....	312,850 00
3. For support of Naval Academy—	
Pay of civil officers, &c., (Navigation, No. 3).....	\$82,001 00
Pay of watchmen, &c., (Navigation, No. 3).....	45,293 40
Contingent expenses, (Navigation, No. 3).....	65,450 00
Additional quarters, repairs, &c., (Navigation, No. 3)....	82,575 00
Support of enginery department, (Navigation, No. 3).....	7,500 00
Pay of mechanics in enginery dep't, (Navigation, No. 3)..	8,760 00
	291,579 40
4. For support of Naval Observatory—	
Pay of civil officers, &c., (Navigation, No. 4).....	8,000 00
Wages and incidentals, (Navigation, No. 4).....	13,500 00
Purchase of instruments and erection of tower, (Navigation, No. 4).....	3,870 00
	25,370 00
5. For preparing and publishing the Nautical Almanac—	
Pay of computers, &c., (Navigation, No. 5).....	21,200 00
	21,200 00
Total for naval service.....	6,811,559 40

NAVIGATION—No. 7.

Recapitulation of appropriations under the cognizance of the Bureau of Navigation, required for the fiscal year ending June 30, 1869, and compared with those made for the year preceding.

Title of appropriations.	Required for the fiscal year ending June 30, 1869.	Made for the fiscal year ending June 30, 1868.
1. Pay of the navy.....	\$6, 160, 560 00	\$6, 326, 280 00
2. Navigation and navigation supplies	312, 850 00	285, 626 00
3. Naval Academy.....	291, 579 40	235, 913 00
4. Naval Observatory.....	25, 370 00	21, 500 00
5. Nautical Almanac	21, 200 00	21, 000 00
Totals	6, 811, 559 40	6, 938, 519 00

Respectfully submitted :

THORNTON A. JENKINS,
Chief of Bureau .

BUREAU OF NAVIGATION, 1867.

NAVIGATION—APPENDIX.

Schedule of proposals for stationery, for use of the navy, received under advertisement of the Bureau of Navigation, dated June 15, 1866.

Name.	Residence.	Amount.
Knight & Johnson.....	Baltimore.....	\$2, 482 77
Philip & Solomon.....	Washington.....	3, 565 50
*Matthew Dripps.....	New York and Brooklyn...	1, 967 30
J. M. Whittemore & Co.....	Boston.....	2, 298 15
†Cutter, Tower & Co.....	New York.....	2, 082 20
William A. Wheeler.....	do.....	2, 648 00
D. Van Nostrand.....	do.....	2, 453 00
W. H. Arthur.....	do.....	2, 290 34

* Bid irregular.

† Contract awarded.

BUREAU OF ORDNANCE.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
October 16, 1867.

SIR: In obedience to your orders of the 15th August, I submit the following report of the condition of naval ordnance, and the operations of the bureau under my charge, during the past year.

Since the date of my last annual report, all existing contracts for naval cannon have been completed and the guns delivered. With the exception of the 15-inch guns, it is believed that the stock on hand will meet the existing wants of the service. There is also a superabundant supply of serviceable projectiles of all kinds, together with a sufficiency of gunpowder, to meet the current demands of our cruisers.

Recent trials in England of a 15-inch gun of navy pattern, cast on Rodman's method, have fully vindicated the wisdom of the measure of introducing this calibre of cast-iron ordnance into our service.

In the depot at Malden, near Boston, Massachusetts, the bureau has accumulated a large quantity of nitre, both of foreign and domestic manufacture, as a stock from which to draw in case of an emergency, and hence no fears need be entertained of a want of this essential article.

In the matter of gun carriages, those of wrought iron for guns of broadside, continue to be supplied in lieu of the old wooden carriages, and to meet a possible contingency in the manipulation of heavy ordnance, especially of 20-inch calibre. A steam gun carriage, the invention of Mr. Eads, of Missouri, has been tried during the past year with gratifying results, as will be seen from the following brief extracts from the official reports made to the bureau of the trials which took place on the Hudson river last May, in presence of Admiral Farragut and other distinguished officers, both of the army and navy; the firing being made with charges of cannon powder varying from 35 to 55 pounds, and solid shot :

* * * * *

"The total time of firing twelve (12) shots in rapid succession was sixteen (16) minutes. After the firing was over the gun was run out and in by the hand gear, and the whole was performed in one (1) minute and forty-five (45) seconds, three men at the crank. At the third (3d) round, with shot, the head of the shot-lifter broke off, owing to its being made too slightly, and the gun was afterwards loaded by hand; four men, with a hand shot-lifter, performing the work."

* * * * *

"The whole length on the slides, exclusive of cuffers for recoil, is five feet ten inches. The distance which the gun will recoil depends upon the initial pressure of steam on the piston and the charges used. The cylinder of this carriage is eleven inches in diameter; the pressure, therefore, was higher than it would be with a larger cylinder. The recoil varied from four feet six inches, with thirty-five pound charges, to five feet eight inches, with fifty-five pound charges."

* * * * *

And among the advantages which it is claimed this carriage has over others, the following are given :

- * * * * *
- "1. The number of men seems to be reduced to a minimum.
 - "2. The time required to fire each round is much less than by any other method. With four men properly drilled the operation need not exceed forty-five (45) seconds.
 - "3. The gun is subjected to less strain in recoil than when checked by friction, consequently will endure longer, because when fired it starts from rest with a slight pressure, which pressure is gradually increased until brought again to rest on an elastic medium. This is not the case in usual practice.
 - "4. Greater facility in operating the gun in a sea-way; it can be held in any position by the pressure of steam when the vessel is rolling.
 - "5. The ease with which the gun can be moved, and the rapidity with which it can be fired, increases the value or effective power of each gun carried on the vessel.
 - "6. Reduced number of men necessary to manage a battery, and consequent reduction in wages and maintenance."

* * * * *

The success of this carriage, together with that of Mr. Ericsson, a trial of which was mentioned in my last annual report, makes it certain that we shall be able to handle the very heaviest ordnance, either in pivot or broadside, under any circumstances that can possibly arise.

Under the sanction of the department the bureau has continued to dispose of the accumulation of old guns, powder, projectiles, and small-arms, as mentioned in my last report, not necessary for the public service, and from this source has covered into the treasury since the date of that report the sum of \$385,941.

In this amount is included the sale of old and condemned material at the Jefferson barrack reserve, near St. Louis, Missouri, where a very large amount had accumulated after the war from the supplies collected there for our western flotilla. The serviceable material had been removed to other stations, the buildings, &c., turned over to the army, and the depot broken up.

The work upon the ordnance dock at New York is rapidly approaching completion, and probably will be finished by the first day of January, 1868, when all the buildings, workshops, and ordnance materials of every kind may advantageously be removed there from the navy yard proper, and the space now occupied for ordnance in the navy yard be devoted to other purposes for which it is so much needed. The propriety of this removal is earnestly recommended to the consideration of the department.

The experience of our recent civil war, and that of the short conflict in Europe last summer between the Prussians and Austrians, having clearly shown the necessity of using hereafter breech-loading small-arms in lieu of muzzle-loaders, the bureau is now introducing the breech-loading pistol into the service, of which mention was made in previous annual reports. This system has been approved, by the recommendation of the bureau, by the Navy Department, in the introduction of a navy carbine, which I trust may eventually result in a good and original rifled musket of the same pattern suitable for a standard piece, for shipboard and shore, for sailors and the marines of the fleet.

The expenditure, however, for these arms will in any event be small, as the number required for the equipment of our ships is limited to that necessary to supply the seamen needed for the navy.

In the estimates herewith presented are two items to which the attention of the department is respectfully invited, viz: One for a new magazine at Kittery, Maine, including a site therefor, and the other for quarters for ordnance officers on the ordnance dock at New York.

With regard to the former it is simply necessary to say that the present large magazine is located inside the Kittery navy yard, and this alone is certainly a sufficient reason for its removal to some other more isolated and safe locality. Furthermore, its removal will be a measure of economy, inasmuch as the present building would make an excellent metal store, which the bureau understands is much needed there.

The question of building suitable quarters inside the navy yards for the inspectors of ordnance has already been submitted in previous reports, and I again respectfully and earnestly recommend it to the favorable consideration of the department.

These officers are charged with the immediate custody of very large amounts of public property, a great deal of which is also perishable, and must be guarded with special care. It is, therefore, manifestly important that they should reside at or very near the scene of their duty; whereas, at present, there being no quarters for them in the navy yards, they are often compelled to seek them at a distance.

In concluding this brief report I desire to remark that during the period I have had the honor and duty of administering affairs of the Bureau of Naval Ordnance, my constant aim and object has been to keep pace with everything *practical* in all that pertains to the various branches of the ordnance service; and in this view, aided as I have been by the inventions and applications of Mr. Ericsson and Mr. Eads, in civil life, and the knowledge and advice of our own experienced ordnance officers of the navy, the results obtained have proved eminently satisfactory.

I am, with high respect, your obedient servant,

H. A. WISE, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Summary of appropriations estimated for by the Bureau of Ordnance, Navy Department, and required for the fiscal year ending June 30, 1869.

Heads or titles of appropriations.	Amount.
For civil expenses of bureau, (A).....	\$18,680 00
For "ordnance," (B and C).....	2,342,335 75
For pay of clerks at navy yards, (D)	27,800 00
Total	2,388,815 75

H. A. WISE, *Chief of Bureau.*

BUREAU OF ORDNANCE, *October, 1867.*

A.

Estimate of the amount required for the support of the Bureau of Ordnance for the fiscal year ending June 30, 1869.

For salary of chief of bureau, per act of July 5, 1862, sec. 2.....	\$3,500 00
For salary of chief clerk, per act of July 23, 1866, sec. 8.....	1,800 00
For salary of one fourth-class clerk, per act of July 23, 1866, sec. 8.....	1,800 00
For salaries of two third-class clerks, per act of July 23, 1866, sec. 8.....	3,200 00
For salaries of two second-class clerks, per act of July 23, 1866, sec. 8.....	2,800 00
For salary of one draughtsman, per act of March 2, 1867.....	1,800 00
For salary of messenger, per act of June 25, 1864.....	1,000 00
For salaries of two laborers, per act of July 5, 1862.....	1,000 00
	<u>16,900 00</u>
Appropriated for the fiscal year ending June 30, 1868.....	<u>\$16,620 00</u>

CONTINGENT EXPENSES.

For stationery and miscellaneous items.....	\$1,000 00
For pay of photographer	300 00
	<u>1,300 00</u>
Appropriated for fiscal year ending June 30, 1868	<u>\$1,300 00</u>
For amount respectfully submitted as increase to salary of chief clerk.....	<u>\$400 00</u>

BUREAU OF ORDNANCE, *October, 1867.*

B.

Estimate of amounts that will be required for ordnance and ordnance stores, for labor and for contingent expenses, for the year ending June 30, 1869.

1. For guns, gun carriages, shot, shell, magazine and laboratory stores, and equipments of all kinds	\$630,000 00
2. For gunpowder	150,000 00
3. For small-arms, equipments, and ammunition.....	200,000 00
4. For fuel and materials necessary in carrying on the mechanical branches of the ordnance department at the navy yards and stations	281,550 00
5. For labor at navy yards	715,822 00
6. For experimental purposes in ordnance.....	50,000 00
7. For ordnance purposes not above enumerated.....	50,000 00
	<u>2,077,372 00</u>

BUREAU OF ORDNANCE, *October, 1867.*

C.

Estimate of the amounts that will be required for magazines, additions and repairs thereto, for buildings outside of navy yards, and for machinery, &c., required for ordnance purposes.

PORTSMOUTH.	
For site for magazine	\$5,000 00
For magazine and gunner's quarters.....	20,000 00
BOSTON.	
For machinery for proposed smithery.....	4,000 00
For machinery for proposed bronze foundry.....	2,000 00
MAGAZINE, CHELSEA.	
For building brick fire-proof workshop and watch-house, with boiler and pipes for heating the same	13,564 75
For building brick dwelling for gunner.....	5,000 00
For building brick stable	2,959 50
For improving grounds, and repairs of all kinds.....	3,500 00
NITRE DEPOT AT MALDEN.	
For repair of dwellings and improvement of grounds.....	\$2,000 00
NEW YORK.	
For necessary repairs to buildings on ordnance dock and at Ellis's island, dredging channel, stationary steam fire engine with hose, boiler and boiler house, and piping for drying shells and heating buildings on Ellis's island, also repairs to tug and lighters.....	20,000 00
For quarters for one inspector of ordnance and two assistant inspectors, on the ordnance dock.....	74,628 50
For repairs of ordnance dock	10,000 00
PHILADELPHIA.	
For repairs of magazine and care of grounds at Fort Mifflin	5,000 00
WASHINGTON.	
For magazines and magazine grounds, including a proper sea wall to the latter..	50,000 00
For new shell house on magazine grounds.....	20,000 00
NORFOLK.	
For fence at St. Helena	3,311 00
For repairing crane	1,000 00
For repairing wharf.....	3,000 00
MARE ISLAND.	
For repairs of magazine and care of grounds	20,000 00
	264,963 75
	264,963 75
BUREAU OF ORDNANCE, <i>October, 1867.</i>	

D.

Estimate of the amounts required for the pay of clerks and others proposed to be employed in the ordnance department of the navy yards for the year ending June 30, 1869.

PORTSMOUTH.	
Principal clerk	\$1,600
Time clerk.....	1,400
Store clerk.....	1,400
BOSTON.	
Principal clerk	1,600
Time clerk.....	1,400
Store clerk.....	1,400

NEW YORK.

Principal clerk	\$1,600
Time clerk	1,400
Store clerk	1,400

PHILADELPHIA.

Principal clerk	1,600
Time clerk	1,400
Store clerk	1,400

WASHINGTON.

Principal clerk	1,600
Time clerk	1,400
Store clerk	1,400
Draughtsman	1,600

NORFOLK.

One clerk	1,400
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PENSACOLA.

One clerk	1,400
-----------------	-------

MARE ISLAND.

One clerk	1,400
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 27,800

BUREAU OF ORDNANCE, 1867.

BUREAU OF CONSTRUCTION AND REPAIR.

 NAVY DEPARTMENT,
 BUREAU OF CONSTRUCTION AND REPAIR,

October 25, 1867.

SIR: In compliance with your instructions of the 15th August last, I respectfully state, that for the purposes of this bureau there will be required for the fiscal year ending June 30, 1869, the sum of eight million seven hundred and eighty-six thousand eight hundred and forty (8,786,840) dollars, as shown in the accompanying papers marked A, B, and C.

No comparison can be instituted between the expenditures made at the present time and those made previous to the war, for the cost of labor and materials have nearly doubled, while the number of hours worked per day tend to decrease.

During the last year the work at the navy yards has been mainly confined to the repair of the older vessels which had become much decayed, but whose use could not be dispensed with, although continual repairs can scarcely maintain them in a serviceable condition; sound economy requires these vessels should be superseded as early as possible with new ones.

The new work has been limited to the slow completion of the steam vessels, for the machinery of which the department contracted with private establishments before the termination of the war, and to whom it is bound to deliver them, for the completion of their contracts, within a reasonable time. Of the largest of these vessels three have been launched during the present year, and also one small-class gunboat; the others will be allowed to remain on the stocks as long as possible, that the green timber of which they are necessarily composed may season; it would have been much more beneficial to have built these vessels of seasoned timber in the first place, but at the date of their commencement none was to be had.

Four of the smaller class of vessels referred to in the bureau report of the last year have been commenced; their machinery has been constructed at the different navy yards, and is ready for erection in them, but they will not be completed until the close of next year.

The construction of buildings, &c., for the use of this bureau in the different navy yards, pointed out in the last report from this bureau, have become urgently necessary, and a judicious economy requires they should no longer be delayed; their total cost, estimated in the report of the Bureau of Yards and Docks, is three million fifteen thousand five hundred and ninety-five (3,015,595) dollars, but as their erection would unavoidably extend over several years, an appropriation of only seven hundred and fifty thousand (750,000) dollars will be required for that purpose during the next fiscal year.

I would respectfully press on the notice of the department the desirability of some efficient measures for the professional education of naval constructors.

Very respectfully, your obedient servant,

JOHN LENTHALL,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

ESTIMATES OF THE AMOUNT REQUIRED FOR THE EXPENDITURES OF
THE BUREAU OF CONSTRUCTION AND REPAIR FOR THE FISCAL YEAR
ENDING JUNE 30, 1869.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
September 25, 1867.

SIR: In compliance with your instructions of the 15th August ultimo I herewith respectfully enclose the estimates for the expenditures of this bureau for the fiscal year terminating 30th June, 1869.

I have the honor to be, very respectfully,

JOHN LENTHALL,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

A.

Estimate of the amount required for the expenditures of the Bureau of Construction and Repair for the fiscal year ending June 30, 1869.

For salary of chief of bureau, per act July 5, 1862, section 3.....	\$3,500
For salary of chief clerk, per act July 5, 1862, section 3.....	1,800
For salary of one draughtsman, per act March 2, 1867.....	1,800
For salary of one clerk, (fourth class,) per act July 23, 1866, section 8.....	1,800
For salary of two clerks, (third class,) per act July 23, 1866, section 8.....	3,200
For salary of two clerks, (second class,) per act July 23, 1866, section 8.....	2,800
For salary of one clerk, (first class,) per act July 23, 1866, section 8.....	1,200
For salary of one messenger, per act June 25, 1864, section 3.....	1,000
For salary of one laborer, per act June 25, 1864, section 3.....	720
	<hr/>
	17,820
For amount submitted as increase in salary of chief clerk.....	400
For contingent expenses.....	1,500
	<hr/>
Total.....	19,720

B.

Estimate of the pay of civil officers under the cognizance of the Bureau of Construction and Repair at navy yards and stations for the fiscal year ending June 30, 1869.

For eight assistant naval constructors, at \$2,000 each.....	\$16,000
For seven inspectors of timber, three at \$1,500 each, four at \$1,250 each.....	9,500
For six superintendents of dry docks, one* at \$2,000, five at \$1,000 each.....	7,000
For four draughtsmen to naval constructors, at \$1,400 each.....	5,600
For eleven clerks of stores, five at \$1,500 each, three at \$1,400 each, three at \$1,140 each.....	15,120
For eleven clerks to naval constructors, four at \$1,400 each, three at \$1,200 each, three at \$1,140 each, *one at \$900.....	13,520
For eight time clerks, *one at \$1,500, four at \$1,320 each, three at \$1,200 each..	10,380
Total for civil officers.....	77,120

*At the Mare Island navy yard.

C.

Estimate of the amount required by the Bureau of Construction and Repair for the maintenance and repair of the navy for the fiscal year ending June 30, 1869.

For the completion of ships on the stocks, and authorized, and for which the steam machinery is under contract, the preservation of iron and wooden vessels and ships in ordinary, vessels for the Naval Academy, purchases of materials and stores of all kinds, labor in navy yards, tools, transportation of materials, repair of vessels, and maintenance of the navy afloat.....

	\$3,690,000
Total.....	8,690,000

RECAPITULATION.

Estimate of appropriations under the cognizance of the Bureau of Construction and Repair, Navy Department, required for the service of the fiscal year ending June 30, 1869.

	Estimate of appropriations required for the service of the fiscal year ending June 30, 1869.	Estimate of balance of appropriations unexpended on June 30, 1868, which may be applied for the next fiscal year.	Appropriations for fiscal year ending June 30, 1868.
Civil and contingent expenses of the bureau.....	\$19,720	.....	\$18,820
Pay of civil officers.....	77,120	.....	63,000
Maintenance of the navy.....	8,690,000	.....	.....
Total.....	8,786,840	.....	81,820

The increase in the expenses of the bureau arises from the estimated addition to the pay of the chief clerk, and to the contingent expenses of the bureau.

The increase in the pay of the civil officers arises from the necessity for the employment of two additional assistant naval constructors, also from a slight increase in the pay of the draughtsmen, store, and time clerks.

BUREAU OF CONSTRUCTION AND REPAIR.

Offers to furnish materials for the navy under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Kittery, Maine.

Class No. 1, white oak logs:

S. P. Brown & Son	*\$14,820 00
Trickey & Jewett.....	15,600 00
George A. Hammond.....	16,120 00
William M. Shakspear....	16,640 00
William White.....	17,810 00
George T. Wallace.....	18,200 00
Samuel George Hart.....	18,980 00
Elliot Harroun.....	19,500 00

Class No. 2, white oak keel pieces:

Trickey & Jewett.....	*1,261 00
George T. Wallace.....	1,300 00
S. P. Brown & Son	1,677 00
William M. Shakspear....	1,950 00
Samuel George Hart.....	2,210 00
Elliot Harroun.....	3,250 00

Class No. 3, white oak curved timber:

George T. Wallace.....	†\$19,600 00
William White.....	19,600 00
Trickey & Jewett.....	29,000 00
William M. Shakspear...	30,000 00
Samuel George Hart.....	36,000 00
Elliot Harroun.....	40,000 00

Class No. 7, yellow pine logs:

William B. Griffith.....	†\$12,600 00
James Bigler & Co.....	12,600 00
Trickey & Jewett.....	13,160 00
George A. Hammond.....	13,440 00
Lathbury, Wickersham & Co.....	13,440 00
George T. Wallace.....	14,840 00
S. P. Brown & Son.....	15,120 00
William M. Shakspear....	15,400 00
William White.....	16,240 00
Elliot Harroun.....	16,800 00
Samuel George Hart.....	18,200 00

Class No. 8, yellow pine beams:

William B. Griffith.....	*6,000 00
George A. Hammond.....	6,840 00
George T. Wallace.....	8,280 00
S. P. Brown & Son.....	8,760 00
Trickey & Jewett.....	8,880 00
William M. Shakspear....	9,000 00
Elliot Harroun.....	10,800 00
Samuel George Hart.....	11,400 00
William White.....	12,000 00
Lathbury, Wickersham & Co.....	13,680 00

Class No. 9, yellow pine mast timber:

S. P. Brown & Son.....	*11,680 00
William B. Griffith.....	12,000 00
George T. Wallace.....	12,720 00

Trickey & Jewett.....	\$19,040 00
William M. Shakspear....	19,200 00
Lathbury, Wickersham & Co.....	20,480 00
Samuel George Hart.....	21,600 00
Elliot Harroun.....	24,000 00

Class No 11, white pine logs:

George A. Hammond.....	*3,700 00
Samuel George Hart.....	4,000 00
Elliot Harroun.....	4,000 00
Wesley Smith.....	4,700 00
James Bigler & Co.....	4,850 00
Trickey & Jewett.....	4,900 00
William H. Eagle.....	5,000 00
S. P. Brown & Son.....	5,400 00

Class No. 12, white pine mast timber:

Wesley Smith.....	*2,360 00
Trickey & Jewett.....	2,400 00
Samuel George Hart.....	2,550 00
Elliot Harroun.....	3,100 00
George A. Hammond.....	3,580 00

Class No. 13, white pine plank, boards:

Joseph W. Duryee.....	*9,755 00
Samuel S. Bigler & Son..	9,935 00
George A. Hammond.....	10,540 00
S. P. Brown & Son.....	11,241 00
Trickey & Jewett.....	11,610 00
William H. Eagle.....	11,900 00
Samuel George Hart.....	13,910 00
Elliot Harroun.....	14,410 00

Class No. 15, white ash, elm, beech:

S. P. Brown & Son.....	*1,452 00
George A. Hammond.....	1,858 50
Trickey & Jewett.....	1,910 00

Class No. 16, white ash oars:

Fred. A. Southmayd.....	*750 00
George T. Vaughan.....	760 00
Joseph L. Savage.....	780 00
William Porter & Sons...	875 00
S. P. Brown & Son.....	960 00
George A. Hammond.....	960 00
John J. Bingham.....	960 00

Class No. 17, hickory:

William B. Griffith.....	*775 00
George A. Hammond.....	850 00
Trickey & Jewett.....	1,420 00

Class No. 18, black walnut, mahogany, maple, cherry:

Joseph W. Duryee.....	*4,800 00
Trickey & Jewett.....	5,090 00

* Accepted.

† Decided by lot.

‡ Awarded by request of Mr. White.

S. P. Brown & Son	\$6,550 00
Class No. 22, cypress, cedar:	
S. P. Brown & Son	*832 00
Trickey & Jewett.....	1,140 00
George A. Hammond	1,215 00
George T. Wallace.....	1,275 00
William White	1,665 00

Class No. 23, black spruce:	
George A. Hammond.....	*4,415 00
Joseph Wescott & Son...	6,220 00
Trickey & Jewett.....	6,840 00
S. P. Brown & Son.....	7,202 50

Class No. 24, white oak staves and headings:	
John J. Bingham.....	*800 00
William N. Mills	840 00
Wesley Smith	900 00
George A. Hammond	1,200 00
George T. Wallace.....	1,600 00
Watson & Pittinger.....	1,900 00

Class No. 25, lignumvitæ:	
Trickey & Jewett.....	*3,006 00
John J. Bingham.....	3,190 00
George A. Hammond.....	3,220 00
Joseph L. Savage.....	3,380 00
Wesley Smith.....	4,040 00
Watson & Pittinger.....	10,400 00

Class No. 32, wrought iron, round and square:	
John J. Bingham.....	*21,572 25
Joseph L. Savage.....	21,627 50
Spalding & Parrott	21,930 00
Alonzo A. Foster	22,492 50
Wheeler & Browning	22,928 75
William A. Wheeler	23,990 00

Class No. 33, wrought iron, flat:	
John J. Bingham.....	*7,799 00
Alonzo A. Foster	18,044 00
Spalding & Parrott.....	8,172 24
Joseph L. Savage.....	8,267 00
Wheeler & Browning.....	8,482 00
William A. Wheeler.....	10,184 25

Class No. 34, iron plate:	
John J. Bingham.....	*1,474 00
Joseph L. Savage.....	1,586 00
Spalding & Parrott.....	1,627 00
William A. Wheeler.....	1,635 50
Wheeler & Browning.....	1,852 00
Alonzo A. Foster.....	1,890 50

Class No. 35, steel:	
John P. Lyman.....	*2,050 50
James Horner.....	2,213 00
William A. Wheeler.....	2,396 25

Park Brother & Co	\$2,462 75
John J. Bingham.....	2,565 00
Alonzo A. Foster.....	2,568 00
Joseph L. Savage.....	2,581 00
David Babcock.....	2,577 75
Wheeler & Browning.....	2,712 00
Spalding & Parrott.....	2,715 00

Class No. 37, iron spikes:	
Joseph L. Savage.....	*8,520 00
John J. Bingham.....	8,827 50
Alonzo A. Foster	9,092 50
William A. Wheeler.....	9,180 00
Wheeler & Browning.....	9,520 00
Spalding & Parrott.....	12,100 00

Class No. 38, iron wrought nails:	
Joseph L. Savage.....	*700 00
Alonzo A. Foster.....	713 00
Wheeler & Browning.....	800 00
William A. Wheeler.....	1,150 00

Class No. 39, iron cut nails:	
Hyatt & Spencer.....	*856 85
William A. Wheeler.....	858 50
Joseph L. Savage.....	885 05
John H. Bailey	892 00
Alonzo A. Foster.....	895 05
Wheeler & Browning.....	904 30

Class No. 42, lead pipe, sheet:	
Alonzo A. Foster.....	*6,545 00
John J. Bingham	6,662 20
William A. Wheeler.....	6,842 50
Wheeler & Browning	6,842 50
Joseph L. Savage.....	6,920 00
John H. Bailey.....	7,000 00
David Babcock.....	7,335 00
William Porter & Sons...	9,222 50

Class No. 44, tin:	
David Babcock.....	*1,340 00
John J. Bingham.....	1,371 00
Alonzo A. Foster.....	1,380 00
William A. Wheeler.....	1,428 00
Joseph L. Savage.....	1,430 00
Wheeler & Browning.....	1,450 00
William Porter & Sons...	1,484 00
Hyatt & Spencer.....	1,500 00
John H. Bailey.....	1,695 00

Class No. 48, locks, hinges, bolts of brass and iron:	
Joseph L. Savage.....	*1,346 65
Alonzo A. Foster	1,600 94
John J. Bingham.....	2,075 68
Wheeler & Browning	2,262 50
William A. Wheeler	2,300 40
Hyatt & Spencer.....	2,834 54

Class No. 49, screws of brass and iron:	
Hyatt & Spencer.....	*1,893 11

* Accepted.

† Informal.

Alonzo A. Foster.....	\$1,901 16	Clark & Pearson	\$240 00
William A. Wheeler.....	1,949 99	Alonzo A. Foster.....	250 00
Joseph L. Savage.....	1,963 74	John J. Bingham.....	250 00
John H. Bailey.....	2,060 15	William Porter & Sons...	290 00
Wheeler & Browning....	2,289 99	John H. Bailey.....	294 00
Clark & Pearson	2,317 95		
Class No. 50, files :		Class No. 58, colored paints, dryers, &c. :	
Joseph L. Savage.....	*2,899 36	Alonzo A. Foster.....	*1,269 20
John J. Bingham.....	3,055 68	David Babcock.....	1,416 50
James Horner	3,093 42	William A. Wheeler.....	1,542 80
Alonzo A. Foster	3,142 22	Joseph L. Savage.....	1,593 75
J. K. Hoyt.....	3,199 20	John J. Bingham.....	1,645 80
William A. Wheeler.....	3,416 94	Clark & Pearson.....	1,650 42†
Wheeler & Browning....	4,360 40	John H. Bailey.....	1,663 50
Clark & Pearson	5,133 82	Elisha Tripp	1,897 75
Class No. 51, augers :		Class No. 59, linseed oil :	
Joseph L. Savage.....	*3,120 65	Joseph L. Savage.....	*5,985 00
Alonzo A. Foster	3,447 10	Judd Linseed Oil Company	6,023 70
William A. Wheeler.....	3,698 97	David Babcock.....	6,108 75
Hyatt & Spencer	3,707 00	Manhattan Oil Company..	6,165 00
Wheeler & Browning....	4,059 00	Clark & Pearson	6,435 00
Class N. 52, tools for ships' stores :		Elisha Tripp.....	6,705 00
Joseph L. Savage.....	*1,902 65	William A. Wheeler.....	6,750 00
William A. Wheeler.....	2,058 53	C. M. Clapp & Co.....	7,200 00
Alonzo A. Foster	2,149 23	James M. Shaw.....	7,515 00
Hyatt & Spencer	2,157 64	Class No. 60, varnish, spirits turpentine :	
Wheeler & Browning....	2,865 10	John J. Bingham	*1,479 90
Class No. 53, tools for use in yards and shops :		David Babcock.....	1,482 15
Alonzo A. Foster	*5,235 76	William A. Wheeler.....	1,594 15
William A. Wheeler.....	5,401 41	John H. Bailey.....	1,728 20
Joseph L. Savage.....	5,536 05	Alonzo A. Foster	1,771 60
Wheeler & Browning....	6,526 25	Joseph L. Savage.....	2,032 00
Class No. 54, hardware :		Elisha Tripp	2,034 70
Joseph L. Savage.....	*2,534 35	Clark & Pearson.....	2,040 95
William A. Wheeler.....	2,607 13	Class No. 63, sperm and lard oil:	
Alonzo A. Foster.....	2,700 92	Southard, Herbert & Co..	*4,277 00
Hyatt & Spencer	2,705 56†	Manhattan Oil Company .	4,419 65
Wheeler & Browning....	3,850 20	William H. James	4,440 70
Class No. 55, white lead :		Joseph L. Savage.....	4,450 00
Alonzo A. Foster.....	*260 00	Judd Linseed Oil Company	4,466 34
Joseph L. Savage.....	270 00	William A. Wheeler.....	4,851 50
John H. Bailey.....	276 00	James M. Shaw	5,000 50
Wheeler & Browning....	280 00	David Babcock	5,004 00
David Babcock.....	285 00	Elisha Tripp	5,625 00
C. M. Clapp & Co.....	300 00	Class No. 64, tallow, soap :	
William A. Wheeler.....	300 00	John J. Bingham.....	*546 00
Clark & Pearson	300 00	Alonzo A. Foster	549 00
John J. Bingham.....	300 00	N. F. Mathes & Co.....	592 00
William Porter & Sons...	315 00	George T. Vaughan.....	593 00
Elisha Tripp	320 00	Southard, Herbert & Co..	596 00
Class No. 56, zinc paints :		John H. Bailey.....	598 00
David Babcock.....	*202 50	David Babcock.....	602 00
C. M. Clapp & Co.....	220 00	Joseph L. Savage.....	604 00
Joseph L. Savage.....	220 00	James M. Shaw.....	691 00
William A. Wheeler.....	240 00	William A. Wheeler.....	846 00
Class No. 57, zinc paints :		Class No. 65, fish oil :	
David Babcock.....	*202 50	Judd Linseed Oil Co.....	*130 00
C. M. Clapp & Co.....	220 00	† Received after time of opening.	
Joseph L. Savage.....	220 00		
William A. Wheeler.....	240 00		

* Accepted.

George T. Vaughan.....	\$148 00
William A. Wheeler.....	150 00
David Babcock.....	156 00
Southard, Herbert & Co..	168 00
Joseph L. Savage.....	180 00
James M. Shaw.....	240 00
Elisha Tripp.....	250 00
N. F. Mathes & Co.....	†250 00

Class No. 68, glass :

David Babcock.....	*1,300 65
John J. Bingham.....	1,698 00
Elisha Tripp.....	1,890 50
William Porter & Sons...	2,450 50
Clark & Pearson.....	3,175 87½
Joseph L. Savage.....	3,810 70
William A. Wheeler.....	5,837 50

Class No. 69, brushes :

Alonzo A. Foster.....	*786 85
Joseph L. Savage.....	824 00
David Babcock.....	1,117 75½
Hyatt & Spencer.....	†1,119 48
John J. Bingham.....	1,143 01
John H. Bailey.....	1,146 00
William A. Wheeler.....	1,441 91

Class No. 70, dry goods for upholstery :

John J. Bingham.....	*677 05
Joseph L. Savage.....	738 65
William A. Wheeler.....	816 30
Hyatt & Spencer.....	854 35
Alonzo A. Foster.....	960 90

Class No. 71, stationery :

W. C. Rogers & Co.....	*538 03
William A. Wheeler.....	792 60
Cutter, Tower & Co.....	782 42
W. H. Arthur & Co.....	857 26
Hall L. Davis.....	883 65½
John M. Whittemore & Co.	1,056 08½

Class No. 73, ship chandlery :

Alonzo A. Foster.....	*936 80
Hyatt & Spencer.....	961 75
John H. Bailey.....	1,089 00
N. F. Mathes & Co.....	†1,099 80
William A. Wheeler.....	1,236 17
Joseph L. Savage.....	1,248 50
Wheeler & Browning....	1,521 25

Class No. 74, acids :

Clark & Pearson.....	*166 50
Alonzo A. Foster.....	174 00
David Babcock.....	175 00
William A. Wheeler.....	210 10
William Porter & Sons...	223 00
John J. Bingham.....	227 00
E. A. Adams & Co.....	1,260 00

Class No. 75, rosin, pitch, crude turpentine :

William A. Wheeler.....	§*\$550 00
Joseph L. Savage.....	550 00
David Babcock.....	550 00
John J. Bingham.....	595 00

Class No. 77, belting packing :

C. M. Clapp & Co.....	*4,186 05
Joseph L. Savage.....	4,344 07
William A. Wheeler.....	4,803 30
Wheeler & Browning....	4,810 30
John J. Bingham.....	4,849 30
Hoyt Brothers.....	5,031 52
James R. Pugh.....	5,035 80
Hyatt & Spencer.....	5,545 41

Class No. 78, leather, pump, rigging, lacing :

Alonzo A. Foster.....	505 25
Joseph L. Savage.....	575 50
John J. Bingham.....	662 72
William Porter & Sons...	678 50
William A. Wheeler.....	695 75
C. M. Clapp & Co.....	

Class No. 85, anthracite coal :

Samuel Oakman.....	*7,245 00
S. P. Brown & Son.....	7,581 00
William A. Wheeler.....	7,496 00
Tyler & Co.....	7,591 50
Lewis W. Heil.....	7,854 00
George W. Tucker.....	8,400 00
James M. Shaw.....	9,366 50

Class No. 86, semi-bituminous coal :

William A. Wheeler.....	*750 00
A. R. Bass.....	765 00
Samuel Oakman.....	775 00
Lewis W. Heil.....	822 00
S. P. Brown & Son.....	845 00
George W. Tucker.....	900 00
James M. Shaw.....	910 00
R. B. Wigton.....	924 00

Class No. 87, bituminous coal :

Samuel Oakman.....	*2,220 00
William A. Wheeler.....	2,316 00
John B. Turton.....	2,340 00
S. P. Brown & Son.....	2,370 00
Lewis W. Heil.....	2,385 00
James M. Shaw.....	2,592 00
George W. Tucker.....	2,700 00
Hampshire & Balt. Coal Co	†2,175 00

Class No. 88, charcoal :

William A. Wheeler.....	*2,260 00
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* Accepted. † Received after time of opening. ‡ Informal. § Decided by lot.
 † Informality in class ; no contract made.

Class No. 11, white pine logs:

Samuel George Hart.....	†\$4,500 00
Elliot Harroun	4,500 00
George A. Hammond.....	6,450 00
Wesley Smith	7,050 00
Trickey & Jewett.....	7,200 00
James Bigler & Co	7,200 00
William H. Eagle.....	7,500 00
S. P. Brown & Son.....	8,100 00

Class No. 12, white pine mast timber:

Wesley Smith	*6,620 00
Trickey & Jewett.....	8,150 00
Elliot Harroun	11,400 00
Samuel George Hart.....	11,450 00
Watson & Pittinger.....	17,200 00

Class No. 13, white pine plank, boards:

Samuel S. Bigler & Son..	*20,065 00
Trickey & Jewett.....	22,170 00
Samuel George Hart.....	24,640 00
William H. Eagle.....	25,270 00
Elliot Harroun	25,460 00

Class No. 15, white ash, elm, beech:

S. P. Brown & Son.....	*3,165 00
Trickey & Jewett.....	3,430 00

Class No. 16, white ash oars:

Fred. A. Southmayd	†\$540 00
Joseph L. Savage.....	540 00
William Porter & Sons...	596 50
John J. Bingham.....	675 00
S. P. Brown & Son	720 00

Class No. 17, hickory:

William B. Griffith.....	*2,060 00
Trickey & Jewett.....	3,150 00

Class No. 18, black walnut, mahogany, maple, cherry:

Trickey & Jewett.....	*4,195 00
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Class No. 19, locust timber:

William B. Griffith.....	*1,160 00
George A. Hammond.....	2,800 00
Trickey & Jewett.....	2,980 00
James Bigler & Co	2,980 00
Samuel George Hart.....	3,400 00
S. P. Brown & Son.....	3,440 00
Elliot Harroun.....	3,500 00
Wesley Smith	3,600 00
William M. Shakspear....	4,000 00
J. D. Conklin & Son	4,000 00

Class No. 20, locust treenails:

S. P. Brown & Son.....	*1,833 00
William B. Griffith.....	1,890 00

J. D. Conklin & Son	\$2,389 00
William M. Shakspear....	3,120 00
Trickey & Jewett.....	3,210 00

Class No. 22, cypress, cedar:

S. P. Brown & Son.....	*1,620 00
Trickey & Jewett.....	2,050 00
George T. Wallace.....	2,100 00
George A. Hammond.....	2,360 00
William White.....	2,700 00

Class No. 23, black spruce:

George A. Hammond.....	*4,022 00
Trickey & Jewett.....	4,770 00
S. P. Brown & Son.....	5,268 00
Joseph Wescott & Son....	6,014 00
George W. Lawrence	6,900 00

Class No. 24, white oak staves and headings:

William N. Mills	*1,910 00
John J. Bingham.....	2,260 00
George T. Wallace.....	3,120 00
Watson & Pittinger.....	3,603 20
William White.....	3,780 00

Class No. 25, lignumvitæ:

Trickey & Jewett.....	*1,752 50
John J. Bingham.....	2,270 00
Wesley Smith	2,875 00
Watson & Pittinger.....	4,250 00

Class No. 32, wrought iron, round and square:

Fuller, Dana & Fitz.....	*16,677 50
John J. Bingham.....	16,954 75
Joseph L. Savage.....	17,525 00
Wheeler & Browning	18,070 00
William H. James	18,699 25
William A. Wheeler	19,524 00

Class No. 33, wrought iron, flat:

Fuller, Dana & Fitz	*1,607 50
John J. Bingham.....	1,657 60
William H. James	1,788 25
Wheeler & Browning	1,870 00
Joseph L. Savage.....	1,877 25
William A. Wheeler	1,942 50

Class No. 34, iron plate:

John J. Bingham.....	*3,628 50
William A. Wheeler.....	4,604 50
Joseph L. Savage	4,625 50
Wheeler & Browning	5,421 50

Class No. 35, steel:

James Horner	†1,297 00
Alonzo A. Foster.....	*1,414 50
Park, Brother & Co.....	1,429 50
Fuller, Dana & Fitz.....	1,437 50
William A. Wheeler.....	1,437 75

* Accepted.

‡ Informal.

† Decided by lot.

George A. Hammond.....	\$2,290 00	Charles G. Brown.....	||\$1,280 00
William Porter & Sons...	3,175 00		
George W. Tucker.....	3,650 00	Class No. 90†, patented articles:	

Opened in presence of—

T. E. WEBB, *Assistant Naval Constructor.*

H. A. GOLDSBOROUGH, *Chief Clerk.*

B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, *Bureau of Construction and Repair, July 10, 1867.*

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Charlestown, Massachusetts.

Class No. 1, white oak logs:

S. P. Brown & Son.....	*\$10,800 00
A. Vinal & Co.....	11,500 00
Samuel George Hart.....	12,000 00
William Haskins & Son..	12,400 00
William M. Shakspear...	12,800 00
Trickey & Jewett.....	13,000 00
Elliot Harroun.....	13,000 00
William White.....	13,600 00
George T. Wallace.....	14,000 00

Class No. 2, white oak keel pieces:

A. Vinal & Co.....	*877 50
William Haskins & Son..	1,068 75
Trickey & Jewett.....	1,125 00
George T. Wallace.....	1,125 00
S. P. Brown & Son.....	1,968 75
Samuel George Hart.....	1,968 75
William M. Shakspear...	2,250 00

Class No. 3, white oak curved timber:

A. Vinal & Co.....	*19,000 00
George T. Wallace.....	20,000 00
William White.....	21,250 00
William Haskins & Son..	22,250 00
William M. Shakspear...	22,250 00
Trickey & Jewett.....	25,000 00
Wesley Smith.....	25,000 00
Samuel George Hart.....	42,500 00
Elliot Harroun.....	43,750 00

Class No. 4, white oak plank:

Samuel S. Bigler & Son..	*9,300 00
S. P. Brown & Son.....	10,700 00
Samuel George Hart.....	10,450 00
William H. Eagle.....	11,050 00
Elliot Harroun.....	11,625 00
Trickey & Jewett.....	23,050 00
William Haskins & Son..	23,250 00
William M. Shakspear....	23,250 00

Class No. 5, white oak boards:

George T. Wallace.....	†*975 00
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* Accepted.

† Decided by lot.

S. P. Brown & Son.....	\$975 00
Samuel George Hart.....	1,000 00
Trickey & Jewett.....	1,095 00
Elliot Harroun.....	1,125 00
William Haskins & Son..	1,200 00
William M. Shakspear....	1,500 00
William H. Eagle.....	1,500 00

Class No. 7, yellow pine logs:

William B. Griffith.....	†*11,250 00
James Bigler & Co.....	11,250 00
Lathbury, Wickersham & Co.....	11,750 00
William Haskins & Son..	11,500 00
Elliot Harroun.....	12,000 00
Trickey & Jewett.....	12,500 00
William White.....	13,000 00
S. P. Brown & Son.....	13,250 00
George T. Wallace.....	13,500 00
William M. Shakspear....	14,500 00
Samuel George Hart.....	15,000 00

Class No. 8, yellow pine beams:

William B. Griffith.....	*8,152 38
S. P. Brown & Son.....	10,265 96
George T. Wallace.....	12,681 48
Elliot Harroun.....	12,832 45
William M. Shakspear...	13,587 30
William Haskins & Son..	13,738 27
Samuel George Hart.....	14,342 15
William White.....	14,795 06
Trickey & Jewett.....	15,097 00
Lathbury, Wickersham & Co.....	18,871 25

Class No. 9, yellow pine mast timber:

S. P. Brown & Son.....	*22,949 55†
William B. Griffith.....	25,127 25
George T. Wallace.....	31,492 82
William Haskins & Son..	41,543 72
William M. Shakspear....	41,878 75
Lathbury, Wickersham & Co.....	41,878 75
Elliot Harroun.....	41,878 75
Samuel George Hart.....	45,229 05
Trickey & Jewett.....	50,254 50

† No bidders for this class.

|| Informal.

Class No. 11, white pine logs :

Samuel George Hart.....	†*4,500 00
Elliot Harroun	4,500 00
George A. Hammond.....	6,450 00
Wesley Smith	7,050 00
Trickey & Jewett.....	7,200 00
James Bigler & Co.....	7,200 00
William H. Eagle.....	7,500 00
S. P. Brown & Son.....	8,100 00

Class No. 12, white pine mast timber:

Wesley Smith	*6,620 00
Trickey & Jewett.....	8,150 00
Elliot Harroun	11,400 00
Samuel George Hart.....	11,450 00
Watson & Pittinger.....	17,200 00

Class No. 13, white pine plank, boards:

Samuel S. Bigler & Son..	*20,065 00
Trickey & Jewett.....	22,170 00
Samuel George Hart.....	24,640 00
William H. Eagle.....	25,270 00
Elliot Harroun	25,460 00

Class No. 15, white ash, elm, beech:

S. P. Brown & Son.....	*3,165 00
Trickey & Jewett.....	3,430 00

Class No. 16, white ash oars:

Fred. A. Southmayd	†*540 00
Joseph L. Savage.....	540 00
William Porter & Sons...	596 50
John J. Bingham.....	675 00
S. P. Brown & Son.....	720 00

Class No. 17, hickory:

William B. Griffith.....	*2,060 00
Trickey & Jewett.....	3,150 00

Class No. 18, black walnut, mahogany, maple, cherry:

Trickey & Jewett.....	*4,195 00
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Class No. 19, locust timber:

William B. Griffith.....	*1,160 00
George A. Hammond.....	2,800 00
Trickey & Jewett.....	2,980 00
James Bigler & Co.....	2,980 00
Samuel George Hart.....	3,400 00
S. P. Brown & Son.....	3,440 00
Elliot Harroun.....	3,500 00
Wesley Smith	3,600 00
William M. Shakspear....	4,000 00
J. D. Conklin & Son.....	4,000 00

Class No. 20, locust treenails:

S. P. Brown & Son.....	*1,833 00
William B. Griffith.....	1,890 00

J. D. Conklin & Son....	\$2,389 00
William M. Shakspear....	3,120 00
Trickey & Jewett.....	3,210 00

Class No. 22, cypress, cedar:

S. P. Brown & Son.....	*1,620 00
Trickey & Jewett.....	2,050 00
George T. Wallace.....	2,100 00
George A. Hammond.....	2,360 00
William White.....	2,700 00

Class No. 23, black spruce:

George A. Hammond.....	*4,022 00
Trickey & Jewett.....	4,770 00
S. P. Brown & Son.....	5,268 00
Joseph Wescott & Son...	6,014 00
George W. Lawrence....	6,900 00

Class No. 24, white oak staves and headings:

William N. Mills	*1,910 00
John J. Bingham.....	2,260 00
George T. Wallace.....	3,120 00
Watson & Pittinger.....	3,603 20
William White.....	3,780 00

Class No. 25, lignumvitæ:

Trickey & Jewett.....	*1,752 50
John J. Bingham.....	2,270 00
Wesley Smith	2,875 00
Watson & Pittinger.....	4,250 00

Class No. 32, wrought iron, round and square:

Fuller, Dana & Fitz.....	*16,677 50
John J. Bingham.....	16,954 75
Joseph L. Savage.....	17,525 00
Wheeler & Browning....	18,070 00
William H. James.....	18,699 25
William A. Wheeler.....	19,524 00

Class No. 33, wrought iron, flat:

Fuller, Dana & Fitz.....	*1,607 50
John J. Bingham.....	1,657 60
William H. James.....	1,778 25
Wheeler & Browning....	1,870 00
Joseph L. Savage.....	1,877 25
William A. Wheeler.....	1,942 50

Class No. 34, iron plate:

John J. Bingham.....	*3,628 50
William A. Wheeler.....	4,604 50
Joseph L. Savage.....	4,625 50
Wheeler & Browning....	5,421 50

Class No. 35, steel:

James Horner	†1,297 00
Alonzo A. Foster.....	*1,414 50
Park, Brother & Co.....	1,429 50
Fuller, Dana & Fitz.....	1,437 50
William A. Wheeler.....	1,437 75

* Accepted.

† Informal.

† Decided by lot.

Joseph L. Savage.....	\$1,439 50	John J. Bingham.....	\$2,459 30
David Babcock.....	1,519 00	Wheeler & Browning....	2,616 00
Wheeler & Browning....	1,539 00	Hyatt & Spencer.....	3,034 08
John J. Bingham.....	1,539 00		
Class No. 37, iron spikes:			
Joseph L. Savage.....	*2,425 00	Joseph L. Savage.....	*4,704 81
John J. Bingham.....	2,875 00	William A. Wheeler.....	4,916 55
William A. Wheeler.....	2,970 00	Hyatt & Spencer.....	4,928 57
Fuller, Dana & Fitz....	3,075 00	Alonzo A. Foster.....	4,930 22
Alonzo A. Foster.....	3,090 00	Scudder, Rogers & Co...	5,135 33
Wheeler & Browning....	8,800 00	Wheeler & Browning....	5,857 56
		Clark & Pearson.....	6,064 67
Class No. 38, iron wrought nails:			
Alonzo A. Foster.....	*386 00		
Joseph L. Savage.....	475 00	Class No. 50, files:	
William A. Wheeler.....	846 00	Scudder, Rogers & Co...	*1,756 13
Wheeler & Browning....	1,230 00	Joseph L. Savage.....	1,757 26
		John J. Bingham.....	1,788 33
Class No. 39, iron cut nails:			
Alonzo A. Foster.....	*593 80	James Horner.....	1,805 50
Hyatt & Spencer.....	615 00	J. K. Hoyt.....	1,909 27
William A. Wheeler.....	633 05	William A. Wheeler.....	2,031 13
Joseph L. Savage.....	643 00	Alonzo A. Foster.....	2,059 42 $\frac{1}{2}$
Wheeler & Browning....	665 25	Hyatt & Spencer.....	2,144 37 $\frac{1}{2}$
		Wheeler & Browning....	2,659 57 $\frac{1}{2}$
Class No. 42, lead pipe, sheet:			
Alonzo A. Foster.....	*12,710 00	Clark & Pearson.....	3,090 65
William A. Wheeler.....	12,870 00		
Wheeler & Browning....	12,945 00	Class No. 51, augers:	
John J. Bingham.....	13,170 00	Alonzo A. Foster.....	*2,536 57
Joseph L. Savage.....	13,255 00	Joseph L. Savage.....	2,752 55
C. M. Clapp & Co.....	13,417 50	Scudder, Rogers & Co...	2,770 06
David Babcock.....	14,692 50	Hyatt & Spencer.....	2,894 56
William Porter & Sons...	17,257 50	Wheeler & Browning....	2,938 00
		William A. Wheeler.....	3,078 93
Class No. 43, zinc:			
John J. Bingham.....	*276 55		
Joseph L. Savage.....	294 00	Class No. 52, tools for ships' stores:	
Wheeler & Browning....	306 25	Scudder, Rogers & Co...	*1,665 60
George Adams.....	318 50	Joseph L. Savage.....	1,685 35
Alonzo A. Foster.....	326 00	William A. Wheeler.....	1,961 42
William A. Wheeler.....	343 00	Hyatt & Spencer.....	1,998 90
William Porter & Sons...	367 50	Wheeler & Browning....	2,247 40
		Alonzo A. Foster.....	2,521 84
Class No. 44, tin:			
Wheeler & Browning....	*3,165 00		
Joseph L. Savage.....	3,255 00	Class No. 53, tools for use in yards and shops:	
Alonzo A. Foster.....	3,282 50	Alonzo A. Foster.....	*3,595 47
Fuller, Dana & Fitz....	3,402 50	William A. Wheeler.....	3,860 29
David Babcock.....	3,406 30	Joseph L. Savage.....	4,067 95
John J. Bingham.....	3,443 00	Hyatt & Spencer.....	4,230 56
William A. Wheeler.....	3,690 50	Scudder, Rogers & Co...	4,414 40
William Porter & Sons...	3,812 50	Wheeler & Browning....	4,431 45
Class No. 48, locks, hinges, bolts of brass and iron:			
Joseph L. Savage.....	*1,934 50		
William A. Wheeler.....	1,993 08	Class No. 54, hardware:	
Alonzo A. Foster.....	2,140 98	Joseph L. Savage.....	*4,549 85
		William A. Wheeler.....	4,649 82 $\frac{1}{2}$
		Hyatt & Spencer.....	4,956 92
		Alonzo A. Foster.....	5,037 99
		Wheeler & Browning....	6,009 62
		Class No. 56, white lead:	
		Alonzo A. Foster.....	*600 00
		C. M. Clapp & Co.....	662 50

*Accepted.

Joseph L. Savage.....	\$675 00
David Babcock.....	687 50
William A. Wheeler.....	725 00
William Porter & Sons...	750 00
John J. Bingham.....	750 00
Clark & Pearson.....	800 00

Class No. 57, zinc paints:

C. M. Clapp & Co.....	*256 25
Joseph L. Savage.....	287 50
William A. Wheeler.....	287 50
Clark & Pearson.....	312 50
John J. Bingham.....	312 50
David Babcock.....	325 00
Alonzo A. Foster.....	337 50
William Porter & Sons...	337 50

Class No. 58, colored paints, dryers, &c.:

David Babcock.....	*451 40
Joseph L. Savage.....	515 25
John J. Bingham.....	612 20
William A. Wheeler.....	614 00
Clark & Pearson.....	662 87½

Class No. 59, linseed oil:

Joseph L. Savage.....	*8,645 00
Judd Linseed Oil Co....	8,700 00
William H. James.....	8,710 00
David Babcock.....	9,100 00
Manhattan Oil Co.....	9,295 00
Clark & Pearson.....	9,425 00
George Adams.....	9,620 00
C. M. Clapp & Co.....	9,685 00
William A. Wheeler.....	9,750 00
James M. Shaw.....	10,790 00

Class No. 60, varnish, spirits turpentine:

David Babcock.....	*4,861 00
Joseph L. Savage.....	4,940 00
William A. Wheeler.....	5,179 00
Alonzo A. Foster.....	5,336 00
George Adams.....	5,374 00
John J. Bingham.....	5,620 00
C. M. Clapp & Co.....	5,800 00
Clark & Pearson.....	6,530 00

Class No. 63, sperm and lard oil:

Southard, Herbert & Co..	*6,170 00
Manhattan Oil Co.....	6,540 00
Joseph L. Savage.....	6,550 00
Judd Linseed Oil Co....	6,693 30
James M. Shaw.....	7,325 00
William H. James.....	7,335 00
David Babcock.....	7,400 00
William A. Wheeler.....	7,425 00

Class No. 64, tallow, soap:

Southard, Herbert & Co..	*190 00
John J. Bingham.....	195 00
Alonzo A. Foster.....	205 00

Accepted.

Mullet & Bradbury.....	\$210 00
David Babcock.....	215 00
Joseph L. Savage.....	220 00
William A. Wheeler.....	245 00
George Adams.....	245 00

Class No. 68, glass:

John J. Bingham.....	*2,982 27
David Babcock.....	3,171 79
William Porter & Sons...	3,415 10
Clark & Pearson.....	3,486 40½
George Adams.....	3,513 26
William A. Wheeler.....	3,738 30

Class No. 69, brushes:

Joseph L. Savage.....	*1,381 83½
David Babcock.....	1,468 43
Alonzo A. Foster.....	1,538 55
John J. Bingham.....	1,887 28½
Hyatt & Spencer.....	2,130 03½
William A. Wheeler.....	2,413 53½

Class No. 70, dry-goods for upholstery:

John J. Bingham.....	*1,229 15
Joseph L. Savage.....	1,267 65
William A. Wheeler.....	1,405 12½
Hyatt & Spencer.....	1,464 20
Alonzo A. Foster.....	1,468 75

Class No. 71, stationery:

W. C. Rogers & Co.....	*967 88
William H. Arthur & Co..	1,309 23
Cutter, Tower & Co....	1,350 51
William A. Wheeler.....	1,435 20
Abram E. Cutter.....	1,500 24
John M. Whittemore & Co.	1,589 45

Class No. 73, ship-chandlery:

William A. Wheeler.....	*1,251 00
John J. Bingham.....	1,358 25
Hyatt & Spencer.....	1,379 20
Alonzo A. Foster.....	1,383 20
Joseph L. Savage.....	1,493 00

Class No. 74, acids:

Clark & Pearson.....	†*300 00
David Babcock.....	300 00
Joseph L. Savage.....	405 00
William A. Wheeler.....	420 00
William Porter & Sons...	420 00
John J. Bingham.....	420 00
E. A. Adams & Co.....	3,300 00

Class No. 75, rosin, pitch, crude turpentine:

John J. Bingham.....	*1,087 50
David Babcock.....	1,106 25
William A. Wheeler.....	1,121 25
Joseph L. Savage.....	1,275 00

†Decided by lot.

Class No. 77, belting, packing:

Joseph L. Savage.....	\$*3,959 75
C. M. Clapp & Co.....	4,064 62½
Hoyt Brothers.....	4,059 25
John J. Bingham.....	4,089 00
William A. Wheeler.....	4,237 25
Wheeler & Browning....	4,297 00
James R. Pugh.....	4,650 00
Hyatt & Spencer.....	4,996 75

Class No. 78, fleather, pump, rigging, lacing:

Joseph L. Savage.....	119 00
John J. Bingham.....	157 70
William A. Wheeler.....	1,284 00
William Porter & Sons...	1,312 00
George Adams.....	‡
C. M. Clapp & Co.....	‡

Class No. 85, anthracite coal:

Samuel Oakman.....	*9,380 00
Tyler & Co.....	9,772 00
A. R. Bass.....	9,796 00
William A. Wheeler.....	9,808 00
S. P. Brown & Son.....	9,926 00
Lewis W. Heil.....	10,010 00
James M. Shaw.....	12,228 00

Class No. 86, semi-bituminous coal:

Samuel Oakman.....	*5,480 00
A. R. Bass.....	5,592 00

Tyler & Co.....	\$5,856 00
William A. Wheeler.....	6,032 00
S. P. Brown & Son.....	6,032 00
Lewis W. Heil.....	6,376 00
R. B. Wigton.....	6,792 00
James M. Shaw.....	7,120 00

Class No. 87, bituminous coal:

Samuel Oakman.....	*5,760 00
William H. James.....	5,860 00
John B. Turton.....	5,920 00
William A. Wheeler.....	6,056 00
S. P. Brown & Son.....	6,144 00
Lewis W. Heil.....	6,248 00
James M. Shaw.....	6,880 00
Hampshire and Baltimore Coal Co.....	\$5,720 00

Class No. 88, charcoal:

Clark & Pearson.....	*1,100 00
Mullet & Bradbury.....	1,250 00
Samuel Oakman.....	1,250 00
William A. Wheeler.....	1,300 00
Alonzo A. Foster.....	1,350 00
Joseph L. Savage.....	1,500 00
William Porter & Sons...	1,950 00

Class No. 90, patented articles:

G. & C. Place.....	*38,619 00
Joseph L. Savage.....	45,907 50
Pratt, Whitney & Co....	0

Opened in presence of—

T. E. WEBB, *Assistant Naval Constructor.*
 H. A. GOLDSBOROUGH, *Chief Clerk.*
 B. T. HANLEY, *Clerk.*

NAVY DEPARTMENT, *Bureau of Construction and Repair, July 10, 1867.*

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Brooklyn, N. Y.

Class No. 1, white oak logs:

Elliot Harroun.....	||*\$15,000 00
Samuel George Hart.....	15,000 00
S. P. Brown & Son.....	15,600 00
Wm. M. Shakspear.....	17,700 00
Wesley Smith.....	18,000 00
George T. Wallace.....	19,200 00
Wm. White.....	20,400 00

Class No. 4, white oak plank:

Watson & Pittinger.....	*650 00
Samuel George Hart.....	670 00
Elliot Harroun.....	700 00
Wm. H. Eagle.....	700 00
Wesley Smith.....	700 00
S. P. Brown & Son.....	750 00
Geo. T. Wallace.....	800 00
Wm. M. Shakspear.....	1,750 00

Class No. 5, white oak boards:

Fred. A. Southmayd.....	*\$560 00
S. P. Brown & Son.....	590 00
Watson & Pittinger.....	650 00
A. A. McCullough.....	650 00
Elliot Harroun.....	700 00
Geo. T. Wallace.....	700 00
Wesley Smith.....	700 00
Sannal George Hart.....	700 00
Wm. M. Shakspear.....	1,000 00

Class No. 7, yellow pine logs:

Wm. B. Griffith.....	||*\$26,400 00
Elliot Harroun.....	26,400 00
Lathbury, Wickersham & Co.....	27,000 00
James Bigler & Co.....	27,000 00
S. P. Brown & Son.....	28,800 00

*Accepted. †Informality in schedule; no contract made. ‡Amount not carried out.
 §Received after time of opening. ¶Bid informal; bids only for part of class. ||Decided by lot.

Wm. White.....	\$29,700 00
Geo. T. Wallace.....	31,800 00
Samuel George Hart.....	31,800 00
Wm. M. Shakspear.....	33,000 00
Mark W. Downie.....	34,800 00
A. A. McCullough.....	36,000 00
Wesley Smith.....	42,000 00

Class No. 8, yellow pine beams :

Wm. B. Griffith.....	*1,898 99
S. P. Brown & Son.....	2,436 44
Wm. M. Shakspear.....	2,472 27
Geo. T. Wallace.....	2,508 10
Wm. White.....	2,687 25
Elliot Harroun.....	2,866 40
Samuel George Hart.....	2,866 40
Lathbury, Wickersham & Co.....	4,299 60
Mark W. Downie.....	4,299 60
Wesley Smith.....	4,657 90
Watson & Pittinger.....	5,374 50

Class No. 9, yellow pine mast timber :

S. P. Brown & Son.....	*6,762 24
Wm. B. Griffith.....	7,044 00
Geo. T. Wallace.....	8,452 80
Elliot Harroun.....	9,392 00
Watson & Pittinger.....	10,706 88
Samuel George Hart.....	10,800 80
Lathbury, Wickersham & Co.....	11,740 00
Wm. M. Shakspear.....	11,740 00
Mark W. Downie.....	11,740 00
Wesley Smith.....	15,496 80

Class No. 12, white pine mast timber :

Wesley Smith.....	*2,320 00
Elliot Harroun.....	3,000 00
Samuel George Hart.....	3,100 00
Watson & Pittinger.....	4,250 00

Class No. 13, white pine plank boards :

Samuel S. Bigler & Son..	*19,650 00
Joseph W. Duryee.....	19,975 00
Wm. H. Eagle.....	20,300 00
Wesley Smith.....	21,450 00
Watson & Pittinger.....	23,700 00
James Bigler & Co.....	23,790 00
S. P. Brown & Son.....	25,200 00
Samuel George Hart.....	26,000 00
Elliot Harroun.....	26,350 00

Class No. 15, white ash, elm, beech :

Fred. A. Southmayd.....	*460 00
Joseph W. Duryee.....	470 00
S. P. Brown & Son.....	496 00
Watson & Pittinger.....	590 00
James Bigler & Co.....	600 00

Class No. 16, white ash oars :

John J. Bingham.....	*\$2,370 00
Fred. A. Southmayd.....	2,437 50
Wm. Porter & Sons.....	2,831 25
George H. Creed.....	2,850 00
S. P. Brown & Son.....	3,000 00
Watson & Pittinger.....	4,200 00

Class No. 17, hickory :

Fred. A. Southmayd.....	*442 00
A. A. McCullough.....	725 00
Watson & Pittinger.....	850 00

Class No. 18, black walnut, mahogany, maple, cherry :

Joseph W. Duryee.....	*3,013 50
Watson & Pittinger.....	4,000 00
Fred. A. Southmayd.....	4,270 50

Class No. 19, locust timber :

Wm. B. Griffith.....	*580 00
A. A. McCullough.....	1,200 00
Samuel George Hart.....	1,700 00
Wesley Smith.....	1,800 00
Watson & Pittinger.....	1,950 00
Wm. M. Shakspear.....	2,000 00
Elliot Harroun.....	2,000 00
J. D. Conklin & Son.....	2,000 00

Class No. 20, locust treenails :

Wm. B. Griffith.....	*1,840 00
S. P. Brown & Son.....	2,080 00
J. D. Conklin & Son.....	2,140 00
Wesley Smith.....	2,340 00
Watson & Pittinger.....	2,600 00
A. A. McCullough.....	2,890 00
Wm. M. Shakspear.....	3,100 00

Class No. 22, cypress, cedar :

S. P. Brown & Son.....	*1,850 00
Fred. A. Southmayd.....	1,995 00
James Bigler & Co.....	2,030 00
Watson & Pittinger.....	2,065 00
Joseph W. Duryee.....	2,200 00
A. A. McCullough.....	2,450 00
George T. Wallace.....	2,450 00
Wm. White.....	2,800 00

Class No. 23, black spruce :

S. P. Brown & Son.....	*3,202 00
Joseph Wescott & Son...	3,740 00
Geo. W. Lawrence.....	4,390 00
Watson & Pittinger.....	4,750 00

Class No. 24, white oak staves and headings :

Wesley Smith.....	*3,860 00
John J. Bingham.....	4,145 00
Watson & Pittinger.....	4,450 00
George T. Wallace.....	6,560 00

*Accepted.

Class No. 25, lignumvitæ :

John J. Bingham.....	*\$425 00
Wm. Porter & Sons.....	525 00
Watson & Pittinger.....	700 00
Geo. H. Creed.....	800 00
Wesley Smith.....	800 00

Class No. 32, wrought iron,
round and square :

Wm. H. James.....	*18,380 00
John J. Bingham.....	18,538 00
Geo. H. Creed.....	18,867 50
Wheeler & Browning....	20,800 00
Wm. A. Wheeler.....	22,020 00

Class No. 33, wrought iron, flat :

John J. Bingham.....	*21,186 50
Wm. H. James.....	21,326 25
Geo. H. Creed.....	23,550 00
Wheeler & Browning....	24,300 00
Wm. A. Wheeler.....	26,612 50

Class No. 35, steel :

Geo. H. Creed.....	*1,350 00
James Horner.....	1,388 00
Wm. A. Wheeler.....	1,402 25
Park, Brother & Co.....	1,435 40
Alonzo A. Foster.....	1,457 00
Miller, Barr & Parkin....	1,457 00
Wm. H. James.....	1,458 50
David Babcock.....	1,489 50
Wheeler & Browning....	1,521 00
John J. Bingham.....	1,538 00

Class No. 37, iron spikes :

Geo. H. Creed.....	*2,185 00
Alonzo A. Foster.....	2,245 00
John J. Bingham.....	2,395 00
Wm. A. Wheeler.....	2,476 00
Wheeler & Browning....	7,400 00

Class No. 38, iron wrought nails :

Alonzo A. Foster.....	*298 00
George H. Creed.....	326 00
William A. Wheeler.....	703 00
Wheeler & Browning....	765 00

Class No. 39, iron cut nails :

George H. Creed.....	*5,928 00
Alonzo A. Foster.....	5,9-2 52
Hyatt & Spencer.....	6,199 60
William A. Wheeler.....	6,654 50
Wheeler & Browning....	6,792 50

Class No. 42, lead, pipe, sheet :

David Babcock.....	*4,471 25
George H. Creed.....	4,581 25
Alonzo A. Foster.....	4,635 00
John J. Bingham.....	4,694 00
Wheeler & Browning....	4,730 00
William A. Wheeler.....	4,807 50
William Porter & Sons...	6,127 50

Class No. 43, zinc :

David Babcock.....	*\$1,068 00
George H. Creed.....	1,095 00
John J. Bingham.....	1,188 00
William A. Wheeler.....	1,200 00
William Porter & Sons...	1,285 00
Wheeler & Browning....	1,440 00

Class No. 44, tin :

John J. Bingham.....	*4,192 50
Wheeler & Browning....	4,785 00
David Babcock.....	4,896 00
George H. Creed.....	4,970 00
Alonzo A. Foster.....	5,057 60
William A. Wheeler.....	5,330 00
Hyatt & Spencer.....	5,529 50
William Porter & Sons...	5,540 50

Class No. 45, solder :

Alonzo A. Foster.....	*46 25
George H. Creed.....	130 00
David Babcock.....	130 00
William Porter & Sons...	149 37
William A. Wheeler.....	150 00
John J. Bingham.....	159 00
James M. Shaw.....	195 00
Hyatt & Spencer.....	195 00
Wheeler & Browning....	225 00

Class No. 48, locks, hinges,
bolts of brass and iron :

John J. Bingham.....	*3,859 66
George H. Creed.....	3,883 02
Alonzo A. Foster.....	4,916 88
Wheeler & Browning....	5,171 40
William A. Wheeler.....	5,833 42
Hyatt & Spencer.....	6,715 58

Class No. 49, screws of brass
and iron :

John J. Bingham.....	*2,075 89
Alonzo A. Foster.....	2,386 90
Hyatt & Spencer.....	2,462 63
William A. Wheeler.....	2,503 45
George H. Creed.....	2,524 75
Wheeler & Browning....	2,828 09
Clark & Pearson.....	2,920 94

Class No. 50, files :

George H. Creed.....	*2,266 35
James Horner.....	2,394 07
John J. Bingham.....	2,419 10
J. K. Hoyt.....	2,446 81
Alonzo A. Foster.....	2,578 23
William A. Wheeler.....	2,661 09
Hyatt & Spencer.....	2,809 71
Samuel W. Sears & Co...	3,147 22
Wheeler & Browning....	3,418 20
Clark & Pearson.....	4,345 81

Class No. 51, augers :

George H. Creed.....	*978 20
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* Accepted.

Alonzo A. Foster.....	\$1,088 76
Hyatt & Spencer.....	1,102 06
William A. Wheeler.....	1,269 64
Wheeler & Browning....	1,270 00

Class No. 52, tools for ship's stores :

George H. Creed.....	*423 25
William A. Wheeler.....	440 75
Alonzo A. Foster.....	460 10
Hyatt & Spencer.....	466 40
Wheeler & Browning....	486 90

Class No. 53, tools for use in yards and shops :

George H. Creed.....	*3,316 22
Alonzo A. Foster.....	3,532 76
Hyatt & Spencer.....	4,049 18
William A. Wheeler.....	4,330 56

Class No. 54, hardware :

William A. Wheeler.....	*4,066 38
George H. Creed.....	4,127 36
John J. Bingham.....	4,134 69½
Hyatt & Spencer.....	4,483 10
Alonzo A. Foster.....	5,193 63
Wheeler & Browning....	5,623 45

Class No. 57, zinc paints :

David Babcock.....	*592 00
George H. Creed.....	594 00
William Miller.....	630 00
John J. Bingham.....	686 40
Alonzo A. Foster.....	690 00
William A. Wheeler.....	720 00
Clark & Pearson.....	750 00
William Porter & Sons...	780 00
William H. James.....	780 00

Class No. 58, colored paints, dryers, &c.:

George H. Creed.....	*1,472 60
David Babcock.....	1,482 40
Alonzo A. Foster.....	1,485 00
William Miller.....	1,568 30
Clark & Pearson.....	1,812 60
William A. Wheeler.....	1,833 60
John J. Bingham.....	1,865 00

Class No. 59, linseed oil :

David Babcock.....	*8,925 00
George H. Creed.....	9,030 00
Judd Linseed Oil Co.....	9,370 20
William H. James.....	9,380 00
Clark & Pearson.....	9,940 00
William A. Wheeler.....	10,220 00
James M. Shaw.....	11,480 00

Class No. 60, varnish, spirits turpentine :

David Babcock.....	*3,077 00
John J. Bingham.....	3,142 00
George H. Creed.....	3,378 00

William A. Wheeler.....	\$3,396 80
Alonzo A. Foster.....	3,529 00
William Porter & Sons...	3,580 50
William Miller.....	3,957 50
Clark & Pearson.....	4,067 60

Class No. 63, sperm and lard oil :

Southard, Herbert & Co...	*3,188 00
George H. Creed.....	3,360 00
Judd Linseed Oil Co.....	3,367 12
David Babcock.....	3,652 00
William H. James.....	3,732 00
William A. Wheeler.....	3,736 00
James M. Shaw.....	3,788 00

Class No. 64, tallow, soap :

John J. Bingham.....	*602 80
David Babcock.....	611 40
George H. Creed.....	618 00
Southard, Herbert & Co...	629 00
William Miller.....	637 00
William A. Wheeler.....	651 40
Alonzo A. Foster.....	653 00

Class No. 65, fish oil :

Judd Linseed Oil Co.....	*650 00
David Babcock.....	700 00
William A. Wheeler.....	730 00
Southard, Herbert & Co...	770 00
George H. Creed.....	900 00
William H. James.....	930 00
James M. Shaw.....	1,240 00

Class No. 68, glass :

George H. Creed.....	*922 50
John J. Bingham.....	1,033 50
William Porter & Sons...	1,120 70
Clark & Pearson.....	1,276 10
David Babcock.....	1,307 60
William A. Wheeler.....	1,442 10
William Miller.....	1,588 40

Class No. 69, brushes :

George H. Creed.....	*1,342 20
Alonzo A. Foster.....	1,685 22
David Babcock.....	2,187 50
John J. Bingham.....	2,358 35
William Miller.....	2,543 70
Hyatt & Spencer.....	2,694 82
William A. Wheeler.....	2,936 60

Class No. 70, dry goods for up-holstering :

George H. Creed.....	*1,696 00
John J. Bingham.....	1,862 17
William A. Wheeler.....	2,391 05
Alonzo A. Foster.....	2,395 15
Hyatt & Spencer.....	2,596 91

Class No. 71, stationery :

W. C. Rogers & Co.....	*1,612 61
W. A. Crawford & Co....	1,680 30
William H. Arthur & Co..	1,696 01

* Accepted.

P. W. Derham	\$1,756 20	Alonzo A. Foster	\$2,816 20
William A. Wheeler	1,940 20	John J. Bingham.....	2,961 60
Cutter, Tower, & Co.....	2,050 51	William A. Wheeler.....	3,097 00
John M. Whittemore & Co.	2,552 14	C. M. Clapp & Co	3,349 00
R. M. Whiting, jr	2,777 55		
Class No. 73, ship chandlery:			
Alonzo A. Foster	*2,526 25	John J. Bingham.....	*6,328 00
John J. Bingham.....	2,533 26	John W. Mason & Co....	7,246 50
Hyatt & Spencer.....	2,657 40	Alonzo A. Foster	7,840 00
George H. Creed.....	2,638 00	William A. Wheeler	8,500 00
William A. Wheeler.....	2,725 35	George H. Creed.....	9,000 00
Class No. 74, acids:			
David Babcock	*113 50		
Clark & Pearson.....	125 06½	Class No. 82, bellows:	
William A. Wheeler	140 00	Alonzo A. Foster	*18 00
Hyatt & Spencer	142 00	George H. Creed.....	48 00
William Porter & Sons....	149 00	William A. Wheeler.....	66 00
George H. Creed.....	152 25	William Miller.....	80 40
William Miller	164 00		
John J. Bingham.....	173 50	Class No. 85, anthracite coal:	
Alonzo A. Foster	178 25	Tyler & Co.....	*9,810 00
E. A. Adams & Co	1,202 50	A. R. Bass.....	9,850 00
Class No. 75, rosin, pitch, crude turpentine:			
William A. Wheeler	*199 50	William A. Wheeler.....	10,042 00
George H. Creed	237 50	Lewis W. Heil.....	10,404 00
David Babcock.....	247 50	S. P. Brown & Son.....	11,412 00
John J. Bingham.....	273 50		
Class No. 77, belting, packing:			
George H. Creed	*4,375 00	Class No. 86, semi-bituminous coal:	
C. M. Clapp & Co.....	4,469 75	Tyler & Co	*4,792 00
John J. Bingham.....	4,596 50	William A. Wheeler.....	5,136 00
William A. Wheeler	4,806 00	A. R. Bass	5,176 00
William Porter & Sons....	4,967 50	Lewis W. Heil.....	5,336 00
Hoyt Brothers.....	5,045 00	S. P. Brown & Son.....	5,584 00
James R. Pugh.....	5,137 00		
Hyatt & Spencer.....	5,519 00	Class No. 88, charcoal:	
Class No. 78 leather, pump, rigging, lacing:			
George H. Creed.....	*2,337 60	William A. Wheeler.....	*397 00
William Porter & Sons....	2,724 60	George H. Creed.....	410 00
		Alonzo A. Foster.....	500 00
		William Porter & Sons....	537 50
Class No. 90, patented articles:			
Opened in presence of—			
T. E. WEBB, <i>Assistant Naval Constructor.</i>			
H. A. GOLDSBOROUGH, <i>Chief Clerk.</i>			
B. T. HANLEY, <i>Clerk.</i>			

NAVY DEPARTMENT, Bureau of Construction and Repair, July 10, 1867.

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Philadelphia, Penn.

Class No. 7, yellow pine logs:		William M. Shakspear....	\$5,500 00
James Bigler & Co	†\$4,500 00	William White	5,500 00
Lathbury, Wickersham & Co	4,500 00	A. A. McCullough.....	7,500 00
William B. Griffith	4,500 00	Class No. 9, yellow pine mast timber:	
S. P. Brown & Son.....	4,800 00	William B. Griffith.....	*2,780 25
Watson & Pittinger	4,900 00	George T. Wallace.....	2,965 60
George T. Wallace.....	5,300 00		
* Accepted.	† Informal; bids for only part of class.		‡ Decided by lot.

S. P. Brown & Son	\$3,520 76
William M. Shakspear.....	3,521 65
A. A. McCullough.....	3,707 00
Watson & Pittinger.....	4,225 98
Lathbury, Wickersham & Co	4,520 54

Class No. 12, white pine mast timber:

S. P. Brown & Son	*250 00
Watson & Pittinger.....	500 00

Class No. 13, white pine plank, boards:

Joseph W. Duryee	*13,234 50
Watson & Pittinger.....	13,512 50
James Bigler & Co	13,889 50
S. P. Brown & Son	14,819 00
Evans & Teemyer.....	15,678 00
Charles Benton.....	†11,919 20

Class No. 17, hickory:

Watson & Pittinger.....	*520 00
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Class No. 18, black walnut, mahogany, maple, cherry:

Joseph W. Duryee.....	*207 00
Thomas & Pohl	294 00
Frederick A. Southmayd..	330 00
Watson & Pittinger.....	450 00

Class No. 23, black spruce:

Joseph Westcott & Son..	*1,880 00
Watson & Pittinger.....	1,900 00
S. P. Brown & Son	2,180 00
George W. Lawrence	3,220 00

Class No. 24, white oak staves and headings:

John J. Bingham.....	*140 00
George T. Wallace.....	200 00
Watson & Pittinger.....	500 00

Class No. 32, wrought iron, round and square:

Alonzo A. Foster.....	*3,095 00
John J. Bingham	3,131 00
Joseph L. Savage.....	3,207 50
William H. James.....	3,412 50
Paul J. Field.....	3,422 50
Wheeler & Browning....	3,660 00
Lehigh Rolling Mill Co ..	3,690 00
William A. Wheeler.....	3,820 00

Class No. 33, wrought iron, flat:

John J. Bingham	*1,408 50
Joseph L. Savage.....	1,547 50
Paul J. Field.....	1,554 00
William H. James.....	1,561 75
William A. Wheeler.....	1,623 00
Alonzo A. Foster.....	1,637 00
Wheeler & Browning....	1,654 00

* Accepted.

Class No. 34, iron, plate:

John J. Bingham	\$252 50
Joseph L. Savage.....	254 00
Alonzo A. Foster.....	278 50
Paul J. Field.....	280 50
Wheeler & Browning....	297 00
William A. Wheeler.....	514 50

Class No. 35, steel:

Alonzo A. Foster.....	*990 00
Park, Brother & Co.....	1,029 55
John J. Bingham	1,057 50
Joseph L. Savage.....	1,053 50
Miller, Barr & Parkin....	1,067 00
William A. Wheeler.....	1,080 25
David Babcock.....	1,110 00
Wheeler & Browning....	1,121 00
Paul J. Field.....	1,178 00

Class No. 39, iron cut nails:

Hyatt & Spencer.....	*498 05†
Paul J. Field.....	502 02†
Alonzo A. Foster.....	531 95
William A. Wheeler.....	575 17†
Joseph L. Savage.....	591 65
Wheeler & Browning....	618 69

Class No. 41, lead, pig:

David Babcock.....	*2,312 50
Alonzo A. Foster.....	2,437 50
Wheeler & Browning....	2,437 50
Joseph L. Savage.....	2,337 50
John J. Bingham.....	2,485 00
William Porter & Sons...	2,656 25
William A. Wheeler.....	2,687 50
Paul J. Field.....	2,687 50
James M. Shaw.....	2,687 50

Class No. 42, lead, pipe, sheet:

David Babcock.....	*7,921 87†
Alonzo A. Foster.....	8,109 37
John J. Bingham	8,242 50
William A. Wheeler.....	8,250 00
Joseph L. Savage.....	8,250 00
Paul J. Field.....	9,000 00
William Porter & Sons...	10,875 00

Class No. 44, tin:

Alonzo A. Foster.....	*1,625 00
Joseph L. Savage.....	1,650 00
Wheeler & Browning....	1,675 00
John J. Bingham	1,740 00
Paul J. Field.....	1,850 00
Hyatt & Spencer	1,675 00
William A. Wheeler.....	1,900 00
David Babcock.....	1,900 00
William Porter & Sons...	1,962 50

Class No. 45, solder:

Alonzo A. Foster.....	*1,004 25
Joseph L. Savage.....	2,678 00
David Babcock.....	2,761 00

† Informal; bids for part of class.

William A. Wheeler.....	\$2,987 00	Joseph L. Savage.....	\$1,101 94
William Porter & Sons...	3,090 00	Wm. A. Wheeler.....	1,242 87½
John J. Bingham.....	3,234 20	W. A. Knight.....	1,300 32
Paul J. Field.....	3,296 00		
James M. Shaw.....	3,502 00	Class No. 56, white lead :	
Hyatt & Spencer.....	4,120 00		
Wheeler & Browning....	4,635 00	Alonzo A. Foster.....	*240 00
		Joseph L. Savage.....	270 00
Class No. 46, locks, hinges, bolts of brass and iron :		David Babcock.....	275 00
		Wm. A. Wheeler.....	290 00
Joseph L. Savage.....	*806 75	James W. Robbins.....	299 80
Alonzo A. Foster.....	836 20	Wm. Porter & Sons.....	300 00
John J. Bingham.....	876 21	John J. Bingham.....	300 00
Wheeler & Browning....	1,060 40	Clark & Pearson.....	315 00
William A. Wheeler.....	1,111 22	Wheeler & Browning....	320 00
W. A. Knight.....	1,357 77		
Hyatt & Spencer.....	1,551 47	Class No. 58, colored paints, dryers, &c. :	
Class No. 49, screws of brass and iron :		David Babcock.....	*785 30
		James W. Robbins.....	796 49
Alonzo A. Foster.....	*586 89	Joseph L. Savage.....	851 50
William A. Wheeler.....	614 79	John J. Bingham.....	873 50
Joseph L. Savage.....	631 20	Wm. A. Wheeler.....	885 50
Hyatt & Spencer.....	643 58	Alonzo A. Foster.....	936 50
W. A. Knight.....	670 64	Clark & Pearson.....	942 50
Clark & Pearson.....	716 20	Wheeler & Browning....	1,096 00
Wheeler & Browning....	726 10		
Paul J. Field.....	750 30	Class No. 59, linseed oil :	
Class No. 50, files :		Judd Linseed Oil Co....	*334 65
		Joseph L. Savage.....	337 50
Joseph L. Savage.....	*825 88	Manhattan Oil Co.....	342 50
John J. Bingham.....	937 73	David Babcock.....	343 75
J. K. Hoyt.....	962 80½	Clark & Pearson.....	357 50
Alonzo A. Foster.....	967 16	James W. Robbins.....	372 50
William A. Wheeler.....	1,035 75	Wm. A. Wheeler.....	375 00
W. A. Knight.....	1,144 38½	James M. Shaw.....	435 00
Wheeler & Browning....	1,257 75		
Clark & Pearson.....	1,577 33	Class No. 60, varnish, spirits turpentine :	
Class No. 52, tools for ship's stores :		David Babcock.....	*681 30
		John J. Bingham.....	696 00
Wm. A. Wheeler.....	*71 86	Clark & Pearson.....	706 62½
Wheeler & Browning....	73 50	James W. Robbins.....	737 45
Joseph L. Savage.....	84 70	William A. Wheeler.....	757 80
Hyatt & Spencer.....	84 80	Joseph L. Savage.....	992 50
W. A. Knight.....	113 80		
Paul J. Field.....	116 30	Class No. 63, sperm and hard oil :	
Alonzo A. Foster.....	165 00		
		Joseph L. Savage.....	*448 25
Class No. 53, tools for use in yards and shops :		Judd Linseed Oil Company	448 51
		Manhattan Oil Company	461 75
Wm. A. Wheeler.....	*515 48	Southard, Herbert & Co..	462 50
Alonzo A. Foster.....	569 43	William A. Wheeler.....	469 00
W. A. Knight.....	608 77	David Babcock.....	497 75
Wheeler & Browning....	620 70	James M. Shaw.....	526 35
Joseph L. Savage.....	620 35	James W. Robbins.....	586 25
Hyatt & Spencer.....	627 04		
		Class No. 64, tallow, soap :	
Class No. 54, hardware :			
		John J. Bingham.....	*171 60
Wheeler & Browning....	*925 05	David Babcock.....	188 50
Hyatt & Spencer.....	1,066 71	Joseph L. Savage.....	199 00
Alonzo A. Foster.....	1,090 50	William A. Wheeler.....	200 90
		Alonzo A. Foster.....	207 60
		Southard, Herbert & Co..	211 00
		Wheeler & Browning....	236 00

* Accepted.

† Informal : bids for part of class.

Class No. 65, fish oil :

Judd Linseed Oil Company	*\$325 00
William A. Wheeler	370 00
Manhattan Oil Company	395 00
Southard, Herbert & Co.	415 00
David Babcock	415 00
Joseph L. Savage	450 00
James M. Shaw	695 00

Class No. 68, glass :

David Babcock	*298 65
William A. Wheeler	406 60
John J. Bingham	407 05
Clark & Pearson	434 42
Joseph L. Savage	444 70 ³
William Porter & Sons	533 70
Wheeler & Browning	754 50
James W. Robbins	1,258 70

Class No. 69, brushes :

Joseph L. Savage	*1,487 25
Wheeler and Browning	1,570 50
Lillagore & Fisher	1,572 27
Boehm, Rice & Co.	1,746 40 ³
David Babcock	1,759 74
John J. Bingham	2,124 48
James W. Robbins	2,365 82
William A. Wheeler	2,582 01 ³

Class No. 70, dry goods for upholstery :

John J. Bingham	*389 80
William A. Wheeler	409 30
Joseph L. Savage	432 40
Hyatt & Spencer	452 27

Class No. 71, stationary :

W. C. Rogers & Co.	*816 97
Knight & Johnson	951 28 ⁴
Cutter, Tower & Co.	1,009 15
William H. Arthur & Co.	1,039 86
William A. Wheeler	1,191 90
Ferdinand Foster	1,790 60

Class No. 73, ship chandlery :

Alonso A. Foster	*496 60
Joseph L. Savage	514 25
John J. Bingham	538 97
Hyatt & Spencer	556 72 ⁴
William A. Wheeler	622 80
Wheeler & Browning	662 80

Class No. 74, acids :

Clark & Pearson	*186 35 ⁴
David Babcock	219 05
James W. Robbins	224 96 ⁴

* Accepted.

Hyatt & Spencer	\$244 27
Phillips & Jacobs	253 72 ⁴
William A. Wheeler	256 88
John J. Bingham	256 88
Joseph L. Savage	257 27
William Porter & Sons	267 57 ⁴
E. A. Adams & Co.	2,190 50

Class No. 75, rosin, pitch, crude turpentine :

William A. Wheeler	*717 50
David Babcock	731 50
John J. Bingham	739 00
Wheeler & Browning	805 50
Joseph L. Savage	833 00

Class No. 77, belting, packing :

John J. Bingham	*93 13
C. M. Clapp & Co.	94 10
Joseph L. Savage	102 90
Hyatt & Spencer	104 74
Wheeler & Browning	131 00
William A. Wheeler	135 00

Class No. 78, leather, pump, rigging, lacing :

Joseph L. Savage	*928 00
William Porter & Sons	1,009 80
John J. Bingham	1,025 40
Wheeler & Browning	1,141 60
C. M. Clapp & Co.	1,209 40
William A. Wheeler	1,229 76

Class No. 85, anthracite coal :

A. R. Bass	*716 80
William A. Wheeler	787 20
Tyler & Co.	812 80
Lewis W. Heil	863 80
James M. Shaw	1,112 00

Class No. 87, bituminous coal :

A. R. Bass	*2,975 00
John B. Turton	3,075 00
Lewis W. Heil	3,100 00
William A. Wheeler	3,145 00
S. P. Brown & Son	3,450 00
James M. Shaw	3,650 00
Hampshire and Baltimore Coal Co.	13,050 00

Class No. 88, charcoal :

William A. Wheeler	*252 50
Paul J. Field	316 25
Joseph L. Savage	360 00
William Porter & Sons	378 75

† Received after time of opening.

Opened in presence of—

T. E. WEBB, *Assistant Naval Constructor.*
 H. A. GOLDSBOROUGH, *Chief Clerk.*
 B. T. HANLEY, *Clerk.*

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Washington, D. C.

Class No. 1, white oak logs :

S. P. Brown & Son.....	*\$4,700 00
William M. Shakspear.....	5,500 00
George T. Wallace.....	6,000 00
William White.....	6,500 00
James E. Stewart.....	7,000 00
A. A. McCullough.....	7,500 00
William B. Griffith.....	8,000 00
D. J. Barrick.....	14,950 00

Class No. 7, yellow pine logs :

S. P. Brown & Son.....	*4,400 00
Lathbury, Wickersham & Co.....	4,500 00
James Bigler & Co.....	4,800 00
Watson & Pittinger.....	4,900 00
George T. Wallace.....	5,000 00
William White.....	5,200 00
William B. Griffith.....	5,400 00
William M. Shakspear.....	5,500 00
A. A. McCullough.....	5,500 00
James E. Stewart.....	7,000 00
D. J. Barrick.....	14,950 00

Class No. 13, white pine plank,
boards :

Joseph W. Duryee.....	*298 00
S. P. Brown & Son.....	330 00
Watson & Pittinger.....	450 00

Class No. 15, white ash, elm,
beech :

S. P. Brown & Son.....	*630 00
A. A. McCullough.....	975 00
Joseph W. Duryee.....	1,140 00
Watson & Pittinger.....	1,170 00

Class No. 17, hickory :

Wheeler & Browning.....	*199 50
Joseph Nicholson.....	232 50
S. P. Brown & Son.....	300 00
Frederick A. Southmayd..	301 00
William A. Wheeler.....	315 00
James E. Stewart.....	350 00
A. A. McCullough.....	387 50
Watson & Pittinger.....	500 00
D. J. Barrick.....	1245 00

Class No. 30, ingot copper :

Joseph L. Savage.....	*209,375 00
Baltimore and Cuba Smelt- ing and Mining Co.....	212,330 00
Sylvester J. Edwards.....	220,655 00
John J. Bingham.....	235,500 00
William A. Wheeler.....	237,250 00

Class No. 32, wrought iron,
round and square :

John J. Bingham.....	*1,190 00
Joseph L. Savage.....	1,217 50

* Accepted.

William H. James.....	\$1,225 62½
Wheeler & Browning....	1,325 00
William A. Wheeler.....	1,327 50
Alonzo A. Foster.....	1,330 00
Lehigh Rolling Mill Co...	1,403 75

Class No. 33, wrought iron, flat :

John J. Bingham.....	*385 20
William A. Wheeler.....	430 00
Wheeler & Browning....	440 00
Joseph L. Savage.....	455 00
Alonzo A. Foster.....	465 00
William H. James.....	510 62½

Class No. 35, steel :

Park, Brother & Co.....	*127 62½
Joseph L. Savage.....	131 75
William A. Wheeler.....	134 12
Alonzo A. Foster.....	136 50
Wheeler & Browning....	142 00
John J. Bingham.....	143 50
David Babcock.....	145 00

Class No. 41, lead, pig :

David Babcock.....	*13,875 00
Alonzo A. Foster.....	14,625 00
Wheeler & Browning....	14,625 00
Joseph L. Savage.....	14,925 00
John J. Bingham.....	15,300 00
James M. Shaw.....	15,750 00
William A. Wheeler.....	16,350 00
William Porter & Sons...	16,500 00

Class No. 42, lead, pipe, sheet :

Wheeler & Browning....	*352 00
John J. Bingham.....	357 50
Joseph L. Savage.....	368 00
Alonzo A. Foster.....	374 00
William A. Wheeler.....	376 00
David Babcock.....	393 75
William Porter & Sons...	472 00

Class No. 43, zinc :

Wheeler & Browning....	*42 50
John J. Bingham.....	55 00
David Babcock.....	59 37½
Joseph L. Savage.....	60 00
William A. Wheeler.....	65 00
Alonzo A. Foster.....	75 00
William Porter & Sons...	75 00

Class No. 45, solder :

Alonzo A. Foster.....	*10 00
William A. Wheeler.....	12 00
David Babcock.....	26 00
Joseph L. Savage.....	28 00
John J. Bingham.....	32 90
William Porter & Sons...	35 00
Hyatt & Spencer.....	40 00
Wheeler & Browning....	45 00

† Received after time of opening.

Class No. 48, locks, hinges, bolts of brass and iron :

Alonzo A. Foster.....	*\$56 00
John J. Bingham.....	68 40
Joseph L. Savage.....	74 00
Hyatt & Spencer.....	92 00
William A. Wheeler.....	106 00
Wheeler & Browning.....	108 00

Class No. 49, screws of brass and iron :

Hyatt & Spencer.....	*137 25
Joseph L. Savage.....	142 50
Alonzo A. Foster.....	143 25
Clark & Pearson.....	157 50
Wheeler & Browning.....	160 00
William A. Wheeler.....	160 00

Class No. 50, files :

John J. Bingham.....	*182 74
Joseph L. Savage.....	197 32
William A. Wheeler.....	217 16
Alonzo A. Foster.....	224 02
Wheeler & Browning.....	291 50
Clark & Pearson.....	324 74

Class No. 52, tools for ships' stores :

Joseph L. Savage.....	*347 20
William A. Wheeler.....	374 78
Alonzo A. Foster.....	389 50
Hyatt & Spencer.....	425 97
Wheeler & Browning.....	520 00

Class No. 53, tools for use in yards and shops :

Alonzo A. Foster.....	*562 68
Joseph L. Savage.....	614 60
William A. Wheeler.....	630 23
Wheeler & Browning.....	804 00

Class No. 54, hardware :

Joseph L. Savage.....	*480 00
William A. Wheeler.....	529 64
Wheeler & Browning.....	561 75
Alonzo A. Foster.....	590 25
Hyatt & Spencer.....	655 76

Class No. 58, colored paints, dryers, &c. :

David Babcock.....	*169 00
Clark & Pearson.....	170 00
George Ryueal, jr.....	170 95
John J. Bingham.....	172 20
William A. Wheeler.....	174 00
Joseph L. Savage.....	179 00
Wheeler & Browning.....	182 00

Class No. 60, varnish, spirits turpentine :

David Babcock.....	*331 70
William A. Wheeler.....	410 00

Clark & Pearson.....	\$430 50
George Ryncal, jr.....	451 50
John J. Bingham.....	453 50
Joseph L. Savage.....	539 00
Wheeler & Browning.....	615 00

Class No. 63, sperm and lard oil :

Joseph L. Savage.....	*2,935 00
Judd Linseed Oil Co.....	2,966 70
Southard, Herbert & Co..	3,080 00
William H. James.....	3,080 00
Manhattan Oil Co.....	3,065 00
William A. Wheeler.....	3,275 00
David Babcock.....	3,390 00
James M. Shaw.....	3,395 00
Wheeler & Browning....	3,650 00

Class No. 64, tallow, soap :

Alonzo A. Foster.....	*13 00
William A. Wheeler.....	13 25
Joseph L. Savage.....	16 25
Wheeler & Browning....	16 25
David Babcock.....	16 25
John J. Bingham.....	16 50
Southard, Herbert & Co..	37 50

Class No. 68, glass :

William Porter & Sons....	*531 00
John J. Bingham.....	558 00
Joseph L. Savage.....	627 00
Clark & Pearson.....	645 33½
David Babcock.....	727 00
Wheeler & Browning....	870 00
William A. Wheeler.....	1,110 00

Class No. 69, brushes :

Joseph L. Savage.....	*642 25
Wheeler & Browning....	653 75
Bohm, Rice & Co.....	763 65
David Babcock.....	922 70
John J. Bingham.....	1,037 65
George Ryncal, jr.....	1,072 50
Hyatt & Spencer.....	1,140 85
William A. Wheeler.....	1,257 25

Class No. 70, dry goods for upholstery :

Joseph L. Savage.....	*626 85
John J. Bingham.....	730 75
William A. Wheeler.....	808 30
Hyatt & Spencer.....	853 39
Alonzo A. Foster.....	890 80

Class No. 71, stationery :

W. C. Rogers & Co.....	*510 95
Blanchard & Mohun.....	585 90
Knight & Johnson.....	616 13
William A. Wheeler.....	675 35
William H. Arthur & Co.	691 65
Cutter, Tower & Co.....	712 49

* Accepted.

Class No. 73, ship chandlery :

Hyatt & Spencer.....	*\$372 85
Alonzo A. Foster.....	394 00
Joseph L. Savage.....	417 80
William A. Wheeler.....	447 50
Boehm, Rice & Co.....	459 20
Wheeler & Browning.....	534 00
John J. Bingham.....	664 10

Class No. 74, acids :

John J. Bingham.....	*44 85
William A. Wheeler.....	47 22
Wheeler & Browning.....	75 85
E. A. Adams & Co.....	180 80
Joseph L. Savage.....	183 35

Class No. 75, rosin :

David Babcock.....	*210 00
William A. Wheeler.....	250 00
Joseph L. Savage.....	275 00
Wheeler & Browning.....	275 00
John J. Bingham.....	297 50

Class No. 77, belting, packing :

C. M. Clapp & Co.....	*641 52
Joseph L. Savage.....	647 76
John J. Bingham.....	647 98
William A. Wheeler.....	670 62
Wheeler & Browning.....	693 80
Hoyt Brothers.....	694 40
Hyatt & Spencer.....	780 10

Class No. 78, leather, pump, rigging, lacing :

Wheeler & Browning.....	*260 00
Joseph L. Savage.....	294 80
William A. Wheeler.....	297 50
William Porter & Sons.....	302 50
C. M. Clapp & Co.....	317 50
John J. Bingham.....	336 60

Opened in the presence of—

T. E. WEBB, *Assistant Naval Constructor.*H. A. GOLDSBOROUGH, *Chief Clerk.*B. T. HANLEY, *Clerk.*NAVY DEPARTMENT, *Bureau of Construction and Repair, July 10, 1867.*

Class No. 82, bellows :

William A. Wheeler.....	*\$170 00
Alonzo A. Foster.....	195 00
Joseph L. Savage.....	221 25
Wheeler & Browning.....	300 00
William H. James.....	300 00

Class No. 85, anthracite coal :

Tyler & Co.....	*598 00
S. P. Brown & Sons.....	620 00
John B. Turton.....	620 00
William A. Wheeler.....	632 00
A. R. Bass.....	650 00
Lewis W. Heil.....	700 00
A. A. McCullough.....	720 00
James M. Shaw.....	864 00

Class No. 87, bituminous coal :

S. P. Brown & Son.....	*12,810 00
John B. Turton.....	13,080 00
William H. James.....	14,145 00
William A. Wheeler.....	15,360 00
Lewis W. Heil.....	16,335 00
A. A. McCullough.....	18,480 00
Hampshire & Balt. Coal Co	113,950 00

Class No. 88, charcoal :

Wheeler & Browning.....	*375 00
P. W. Dorsey.....	390 00
Clark & Pearson.....	450 00
William T. Clark.....	480 00
William A. Wheeler.....	810 00
William Porter & Sons.....	1,200 00
A. A. McCullough.....	1,500 00

Class No. 89, wood :

A. A. McCullough.....	†*650 00
Wheeler & Browning.....	650 00
Clark & Pearson.....	700 00
William Foster & Sons.....	775 00
William A. Wheeler.....	795 00

Offers to furnish materials for the navy, under the advertisement of the Bureau of Construction and Repair of June 11, 1867, at the navy yard at Norfolk, Virginia.

Class No. 1, white oak logs :

S. P. Brown & Son.....	*19,500 00
William White.....	22,000 00
George T. Wallace.....	25,000 00
William M. Shakspear.....	26,500 00
R. J. & William Neely.....	27,500 00
Samuel George Hart.....	29,500 00
Elliott Harroun.....	30,000 00

Class No. 2, white oak keel pieces :

George T. Wallace.....	*594 96
William White.....	611 04
William M. Shakspear.....	804 00
Elliott Harroun.....	1,608 00
Samuel George Hart.....	1,608 00

* Accepted.

† Received after time of opening.

‡ Decided by lot.

Class No. 7, yellow pine legs :

William White.....	*\$15,300 00
R. J. & William Neely...	15,637 50
William B. Griffith.....	18,000 00
S. P. Brown & Son.....	18,900 00
George T. Wallace.....	19,350 00
Samuel George Hart.....	19,800 00
Elliott Harroun.....	20,250 00
Lathbury, Wickersham & Co.....	20,250 00
Watson & Pittinger.....	20,250 00
James Bigler & Co.....	20,250 00
William M. Shakspear....	23,850 00

Class No. 9, yellow pine mast timber :

George T. Wallace.....	*2,941 00
William White.....	3,529 20
S. P. Brown & Son.....	4,058 58
William B. Griffith.....	4,117 40
Elliott Harroun.....	4,705 60
Samuel George Hart.....	4,705 60
R. J. & W. Neely.....	4,999 70
Watson & Pittinger.....	5,176 16
William M. Shakspear....	5,887 90
Lathbury, Wickersham & Co.....	7,058 40

Class No. 13, white pine plank, boards :

R. J. & William Neely...	*14,600 00
Watson & Pittinger.....	16,850 00
James R. Pugh.....	17,660 00
Joseph W. Duryee.....	17,690 00
S. P. Brown & Son.....	18,850 00
Evans & Teemyer.....	18,850 00
James Bigler & Co.....	19,000 00
William H. Eagle.....	19,750 00
Elliott Harroun.....	22,600 00
Samuel George Hart.....	22,600 00
George W. Lawrence.....	24,400 00

Class No. 17, hickory :

Watson & Pittinger.....	*504 00
R. J. & William Neely....	540 00

Class No. 18, black walnut, mahogany, maple, cherry :

Joseph W. Duryee.....	*120 00
Evans & Teemyer.....	127 50
Watson & Pittinger.....	150 00
R. J. & William Neely....	150 00

Class No. 19, locust timber :

R. J. & William Neely...	*112 00
Watson & Pittinger.....	285 00

Class No. 22, cypress, cedar :

Frederick A. Southmayd..	†*960 00
S. P. Brown & Son.....	960 00
George T. Wallace.....	1,000 00
Watson & Pittinger.....	1,100 00
R. J. & William Neely....	1,100 00

* Accepted.

† Decided by lot.

James Bigler & Co.....	\$1,200 00
William White.....	1,400 00
Evans & Teemyer.....	1,500 00

Class No. 25, lignumvitæ :

Watson & Pittinger.....	†*570 00
John J. Bingham.....	570 00
Joseph L. Savage.....	610 00
Evans & Teemyer.....	1,050 00

Class No. 35, steel :

Alonzo A. Foster.....	*1,858 75
Paik, Brother & Co.....	1,860 37½
William A. Wheeler.....	1,890 87
Joseph L. Savage.....	1,908 50
Wheeler & Browning....	2,018 00
John J. Bingham.....	2,116 50
David Babcock.....	2,215 00
James Horner.....	†1,781 00

Class No. 42, lead, pipe, sheet :

Wheeler & Browning....	*1,244 87
John J. Bingham.....	1,279 68½
Taylor, Martin & Co.....	1,292 25
William A. Wheeler.....	1,299 00
Joseph L. Savage.....	1,308 50
Alonzo A. Foster.....	1,316 12½
David Babcock.....	1,444 00
William Porter & Sons...	1,720 25

Class No. 44, tin :

Joseph L. Savage.....	*308 00
Alonzo A. Foster.....	314 50
Wheeler & Browning....	317 00
David Babcock.....	344 00
John J. Bingham.....	349 10
William A. Wheeler.....	353 50
William Porter & Sons...	382 92
Taylor, Martin & Co.....	450 00

Class No. 45, solder :

Alonzo A. Foster.....	*5 00
William A. Wheeler.....	15 00
Joseph L. Savage.....	15 00
David Babcock.....	16 50
John J. Bingham.....	17 50
William Porter & Sons...	20 00
Wheeler & Browning....	22 50
Taylor, Martin & Co.....	35 00

Class No. 48, locks, hinges, bolts of brass and iron :

Joseph L. Savage.....	*495 00
John J. Bingham.....	529 50
William A. Wheeler.....	562 00
Wheeler & Browning....	595 00
Alonzo A. Foster.....	571 00
Taylor, Martin & Co.....	815 50

Class No. 49, screws of brass and iron :

Joseph L. Savage.....	*759 50
Hyatt & Spencer.....	787 37

† Informal.

Alonzo A. Foster	\$799 52	Manhattan Oil Co.....	\$398 00
Taylor, Martin & Co.....	806 78	Alonzo A. Foster	950 00
Wheeler & Browning	884 50	David Babcock.....	960 00
Clark & Pearson	889 85	William A. Wheeler.....	980 00
William A. Wheeler.....	909 45	James M. Shaw.....	996 00
Class No. 51, augers :		Class No. 64, tallow, soap :	
Joseph L. Savage.....	*358 10	John J. Bingham.....	†36 00
Alonzo A. Foster	410 28	David Babcock.....	36 00
Taylor, Martin & Co.....	416 40	Alonzo A. Foster	38 00
William A. Wheeler.....	431 25	William A. Wheeler.....	40 00
Wheeler & Browning	459 00	Joseph L. Savage.....	42 00
Class No. 53, tools for use in yards and shops :		Wheeler & Browning	42 00
Alonzo A. Foster	*1,629 55	Southard, Herbert & Co..	43 00
Joseph L. Savage.....	1,672 55	Class No. 63, glass :	
William A. Wheeler.....	2,056 34	David Babcock.....	*42 00
Taylor, Martin & Co.....	2,078 15	Clark & Pearson.....	165 00
Wheeler & Browning	2,351 05	William Porter & Sons...	186 00
Class No. 54, hardware :		Joseph L. Savage.....	202 50
Joseph L. Savage.....	*1,587 00	Wheeler & Browning	210 00
Alonzo A. Foster	1,606 25	John J. Bingham.....	232 50
Taylor, Martin & Co.....	1,625 65	William A. Wheeler.....	307 50
William A. Wheeler.....	1,740 23	Class No. 69, brushes :	
Wheeler & Browning	1,832 75	Joseph L. Savage.....	*504 50
William Porter & Sons	2,264 25	Alonzo A. Foster	535 00
Class No. 58, colored paints, dryers, &c.:		Bœhm, Rice & Co.....	697 65
Wheeler & Browning	*225 00	John J. Bingham.....	826 50
Clark & Pearson	287 50	David Babcock.....	838 82
William A. Wheeler.....	300 00	Wheeler & Browning	917 50
Bagwell & White.....	375 00	Bagwell & White.....	951 30
John J. Bingham.....	625 00	William A. Wheeler.....	1,022 75
Joseph L. Savage.....	700 00	Class No. 70,† dry goods for upholstery :	
David Babcock.....	875 00	John J. Bingham.....	798 10
Class No. 59, linseed oil :		Joseph L. Savage.....	873 95
Joseph L. Savage.....	*1,340 00	William A. Wheeler.....	957 25
Judd Linseed Oil Co.....	1,398 60	Alonzo A. Foster	1,113 35
Clark & Pearson	1,439 00	Class No. 71, stationery :	
Manhattan Oil Co.....	1,430 00	W. C. Rogers & Co.....	*273 58
David Babcock.....	1,450 00	Knight & Johnson.....	358 78‡
William A. Wheeler.....	1,600 00	William A. Wheeler.....	375 25
Bagwell & White.....	1,750 00	William H. Arthur & Co..	378 62‡
James M. Shaw	1,790 00	Cutter, Tower & Co.....	408 95
Class No. 60, varnish, spirits turpentine :		Class No. 73, ship chandlery :	
William A. Wheeler.....	*44 00	Joseph L. Savage.....	*186 00
John J. Bingham.....	58 00	Alonzo A. Foster	196 00
Clark & Pearson	66 6¢‡	John J. Bingham.....	199 80
David Babcock.....	68 00	Hyatt & Spencer.....	210 15
Joseph L. Savage.....	70 00	Taylor, Martin & Co.....	235 50
Class No. 63, sperm and lard oil :		Bœhm, Rice & Co.....	245 70
Judd Linseed Oil Co.....	*544 78	William A. Wheeler.....	251 00
Joseph L. Savage.....	830 00	Wheeler & Browning	295 40
Southard, Herbert & Co..	889 00	Class No. 74, acids :	
* Accepted.		Joseph L. Savage.....	*10 00
† Decided by lot.		William A. Wheeler.....	12 50
		Bagwell & White.....	20 00
		† Error in schedule; no contract made.	

Clark & Pearson	\$20 00	R. J. & William Neely....	\$362 50
E. A. Adams & Co	30 00	William Porter & Sons....	412 50
Class No. 75, rosin, pitch, crude turpentine:		James M Shaw.....	436 50
William A. Wheeler.....	*1,200 00	Class No. 86, semi-bituminous coal:	
John J. Bingham.....	1,375 00	Tyler & Co.....	*2,468 00
David Babcock.....	1,412 50	S. P. Brown & Son	2,680 00
William Porter & Sons....	1,414 00	Lewis W Heil	2,688 00
Wheeler & Browning	1,525 00	William A. Wheeler.....	2,928 00
Joseph L. Savage.....	1,600 00	R. B. Wigton.....	3,056 00
Class No. 77, belting, packing:		R. J. & William Neely....	3,260 00
C. M. Clapp & Co	*1,280 50	William Porter & Sons....	3,300 00
Taylor, Martin & Co.....	1,297 00	James M. Shaw.....	3,440 00
Hoyt Brothers.....	1,303 00	Hampshire and Baltimore Coal Co.....	\$2,008 00
Joseph L. Savage.....	1,317 00	Class No. 87, bituminous coal:	
John J. Bingham.....	1,337 00	William H. James	*2,961 00
Wheeler & Browning....	1,360 00	S. P. Brown & Son	3,438 00
William A. Wheeler.....	1,380 00	John B. Turton.....	3,510 00
Hyatt & Spencer	1,495 00	Lewis W. Heil	3,786 00
Class No. 78,† leather, pump, rigging, lacing:		William A. Wheeler.....	3,792 00
Joseph L. Savage.....	200 00	Evans & Teemyer	3,900 00
John J. Bingham.....	213 20	R. J. & William Neely...	4,044 00
William Porter & Sons....	253 52	William Porter & Sons....	4,350 00
Wheeler & Browning	260 00	James M. Shaw.....	5,160 00
William A. Wheeler.....	325 00	Hampshire and Baltimore Coal Co.....	\$3,180 00
C. M. Clapp & Co.....	‡	Class No. 88, charcoal:	
Class No. 85, anthracite coal:		Alonzo A. Foster.....	*||180 00
Tyler & Co	*299 00	William A. Wheeler.....	180 00
William A. Wheeler.....	341 00	Clark & Pearson	200 00
S. P. Brown & Son.....	362 50	Bagwell & White	225 00
		William Porter & Sons....	240 00
		R. J. & William Neely...	300 00

* Accepted.

† Error in schedule; no contract made.

‡ Amount not carried out.

§ Received after time of opening.

|| Decided by lot.

Opened in presence of—

T. E. WEBB, Assistant Naval Constructor.

H. A. GOLDSBOROUGH, Chief Clerk.

B. T. HANLEY, Clerk.

NAVY DEPARTMENT, Bureau of Construction and Repair, July 10, 1867.

BUREAU OF STEAM ENGINEERING.

NAVY DEPARTMENT, BUREAU OF STEAM ENGINEERING,

October 25, 1867.

SIR: I have the honor to submit to the department the annual statement of the principal operations of this bureau during the last twelve months.

No new machinery has been commenced, and the work at the different navy yards has been limited to repairing and fitting out, and to the slow completion of the machinery commenced before the termination of the war. The mechanics employed have been reduced to the fewest possible for repairing, and they have been employed on the new machinery only in the intervals of the repairing work; as a consequence this machinery has been manufactured with the greatest economy.

The new machinery completed in the last twelve months was constructed at

the Washington navy yard, and consists of a pair of geared screw engines with cylinders 100 inches in diameter, and having a 4 feet stroke of piston. These engines were designed by this bureau and are the duplicate of those built by contract with private establishments for the first-class steamers Wampanoag, Neshaming, Pompanoosuc, and Ammonoosuc. Their boilers have not yet been commenced, and will not be until the construction of the vessel to receive them is ordered. At the same navy yard the machinery designed by this bureau for the Epervier, a first-class screw gunboat, has been nearly completed. The cylinders of the engines have a diameter of 36 inches and a stroke of piston of 3 feet.

At the Charlestown navy yard the work on the machinery designed by this bureau for four small screw sloops has been continued; and at the Brooklyn navy yard the work has also slowly progressed on the duplicate machinery for four duplicate vessels. The cylinders of all these engines have a diameter of 5 inches, and a stroke of piston of 3 feet 6 inches.

At the Kittery navy yard the work on the machinery designed by this bureau for the Alert and Nantasket, two first-class screw gunboats, is still in progress. The cylinders of these engines are 36 inches in diameter, and have a 3 feet stroke of piston.

Of the twenty pairs of screw engines designed by this bureau, and contracted for with private establishments before the termination of the war, for first-class steamers, those for the Guerriere, Piscataqua, Manitou, and Contoocook, have been completed in the vessels and tried under steam; those for the Pushmataha, Mosholu, Minnetonka, and Java, are being erected in those vessels.

The Guerriere has made a voyage to Brazil, and the reports on the files of the department concerning the performance of her machinery are most satisfactory. All these engines have cylinders of 60 inches diameter and 3 feet stroke of piston.

The machinery of the large frigate Franklin, designed by this bureau and constructed by the Atlantic works of Boston, has been completed, and the vessel has made a voyage to the north of Europe. This frigate was designed in 1852 for auxiliary steam power, and is not of the recent type. Her length on the load water-line, from the forward edge of the rabbet of the stem to the after side of the stern-post, is 265 feet; her extreme breadth on the load water-line is 53 feet 8 inches. Her mean draught of water during her trial was 24 feet 8 inches, at which draught she displaced 5,298.7 tons, and had a greatest immersed transverse section of 1,002.16 square feet. The maximum speed that could be sustained in smooth water, uninfluenced by wind or current, was 10½ geographical miles per hour, to produce which the engines developed 2,065.08 indicated horses power, with a consumption of 7,215 pounds of anthracite per hour. The performance of the machinery at sea, according to the reports on the files of the department, has been very satisfactory. The diameter of the cylinders is 68 inches and the stroke of the piston is 3 feet 6 inches. The boilers have 585 square feet of grate surface.

The screw machine built in England for the first-class gunboat Quinnebaug has been completed in that vessel and tried. It was designed in competition with the machinery designed for the duplicate vessels Resaca and Swatara by this bureau, and consists of two pairs of engines driving twin screws. The maximum speed of the Quinnebaug was barely 7 geographical miles per hour, while that of the duplicate vessels is 12 geographical miles.

The screw steamer Chattanooga, first-rate, the hull and machinery of which were contracted for by Cramp & Sons, of Philadelphia, has made her final trial. The hull on the load water-line between the forward edge of the rabbet of the stem and the after side of the stern-post is 315 feet; the extreme breadth of beam on the load water-line is 46 feet. The mean draught of water during the trial was 14 feet 11½ inches, at which draught the vessel displaced 3,043 tons,

and had a greatest immersed transverse section of 535 square feet. The maximum speed that could be sustained in smooth water, uninfluenced by wind or currents, was 13,375 geographical miles per hour, to produce which the engines developed 1,736,954 indicated horse power, with a consumption of 10,700 pounds of anthracite per hour. The cylinders are 84 inches in diameter, and have a 3 feet 6 inches stroke of piston. The boilers have 980 square feet of grate surface. The machinery was designed and constructed by Merrick & Sons, of Philadelphia.

The screw steamer *Madawasca*, first rate, has also made her final trial. The hull was designed by naval constructor Delano. It has a length of 335 feet on the load-water line, between the forward edge of the rabbet of the stem and the after-side of the stern-post, and an extreme breadth of 45 feet 2 inches. The mean draught of water during the trial was 18 feet 2 inches, at which draught the vessel displaced 4,105.17 tons, and had a greatest immersed transverse section of 725 47 square feet. The maximum speed that could be sustained in smooth water, uninfluenced by wind or current, was 12.732 geographical miles per hour, to produce which the engines developed 2,142,720 indicated horse power, with a consumption of 11,043 pounds of anthracite per hour. The cylinders have a diameter of 100 inches, and 4 feet stroke of piston. The engines were designed by the contractor, Mr. John Ericsson, and are of the vibrating lever kind patented by him. The work was executed by the *Allaire Works* of New York. The boilers were designed by this bureau, and have 1,128 square feet of grate surface.

The *Wampanoag* is a duplicate vessel to the *Madawasca*, and she has duplicate boilers. Her engines were designed by this bureau. They are geared to give two revolutions of the screw to each double stroke of the engine piston, and have cylinders 100 inches in diameter, with 4 feet stroke of piston. The preliminary trial of this machinery is now being made at the wharf of the Brooklyn navy yard, and in the course of the next month the vessel will make her final sea trial.

Duplicate machinery to the *Wampanoag* is being placed in the first-rate screw steamers *Neshaming* and *Ammonoosuc*, and they will be ready for trial early in next spring. It is also in progress of construction for the *Pompanoosuc*.

The machinery designed on behalf of the contractor, by Mr. John Baird, for the large wooden iron-clads *Kalamazoo*, *Quinsigamond*, *Passaconomy*, and *Shackamaxin* is completed as far as the condition of the hulls will allow. In the *Kalamazoo* and *Passaconomy* it is principally erected.

The machinery of the *Idaho*, designed by Mr. E. N. Dickerson for the contractor, Mr. P. S. Forbes, having proved a total failure, has been removed from the vessel and broken up, and the hull has been converted into a store and hospital ship, to be stationed at Nagasaki. The hull of the *Idaho* is 298 feet long on the load-water line, from the forward edge of the rabbet of the stem to the after-side of the stern-post. The extreme breadth of beam is 44 feet 6 inches. During the trial of the machinery the vessel's mean draught of water was 17 feet 1 inch, at which the displacement was 3,240.58 tons, and the greatest immersed amidship section 606.44 square feet. The machinery consisted of two pairs of engines driving twin screws. The diameter of the cylinders was 30 inches, and the stroke of the piston 8 feet. The boilers contained 396 square feet of grate surface. The maximum speed which could be permanently sustained in smooth water, uninfluenced by wind or current, was 8.27 geographical miles per hour, to produce which the engines developed 645,413 indicated horse power, with a consumption of 4,905 pounds of anthracite per hour. The guaranteed speed of this vessel, the hull of which as well as the machinery was contracted for by Mr. Forbes, was 15 geographical miles per hour.

A very complete series of experiments have been made to ascertain the value of crude petroleum as a fuel for generating steam in marine boilers, and of the

merits of different methods for effecting its combustion. The subject is of general interest, as it affects all who use artificial heat for any purpose; for, if it were proven that the production of heat by the combustion of petroleum was more economical than by the combustion of coal, the industrial arts would everywhere obtain a proportionate extension and mankind a corresponding benefit. The substance itself is found in various parts of the world, and could, doubtless, be procured in quantities sufficiently large to affect commercial values, were its production stimulated by demand. As in the United States it is abundant and easily obtainable, we have, in addition to the general interest in its use, a very important special one in its ownership.

The immediate concern of the navy in this subject is to know whether the substitution of petroleum for coal as a fuel on board its steamers be practicable, and, if practicable, desirable in point of economy.

With regard to practicability, the numerous, extended, and varied trials made on the three experimental boilers at the Brooklyn navy yard have demonstrated that the method invented by First Assistant Engineer Clark Fisher, United States navy, with which those trials were made, is a complete success, leaving nothing to be desired in simplicity of apparatus, in safety in its use, and in facility of management and adjustment. This apparatus can be so cheaply manufactured and attached, is of so little bulk and small weight, that there are practically no objections to it as regards these important particulars. The engineering problem may then be considered as satisfactorily solved, and there remains only the commercial one to be examined.

With Fisher's apparatus it is found that, other things equal, the heat generated by the combustion of one pound of crude petroleum vaporizes fifty-two per cent. more water than that generated by the combustion of one pound of the combustible portion of anthracite; by combustible portion is meant the part which remains after deducting the earthy matter. To cause the complete combustion of the petroleum, about one-twelfth of the steam generated by it has to be used in the furnace, leaving the effective vaporizations produced by the two fuels to compare as 1.00 for the anthracite combustible and 1.40 for the petroleum. And, as the earthy matter of good merchantable anthracite is about one-sixth of its weight, the effective vaporization produced by equal weights of anthracite and petroleum will compare as 1.00 for the former to 1.68 for the latter. These figures are, of course, for the same weight of anthracite combustible and of petroleum consumed in the same time in the same boiler.

The advantages of the substitution of petroleum for anthracite would then be a reduction of forty and a half per centum of the weight of fuel now carried in the vessel; and as the cubic foot of petroleum weighs at ordinary temperatures fifty pounds, while the cubic foot of anthracite as stowed in bunkers weighs fifty-three and one-third pounds, there would be a reduction of bulk of thirty-six and a half per centum.

As, however, the iron tanks required to hold the petroleum would weigh considerably more than the bunkers holding the anthracite, and as some space must necessarily be lost in storing them, it may be assumed that the substitution of petroleum for anthracite would reduce both the weight and space required for the latter about one-third. But if safety required the petroleum tanks to be immersed in water, as at present seems probable, then no saving of weight could be effected, but only a saving in the space occupied. The weight of the boiler, including its water, and the space occupied by it and the fire-room, could be reduced twenty-eight and a half per centum. The first cost and after repairs of the boiler would also be reduced to the same extent. The number of firemen required with petroleum would not exceed one-fourth the number required with anthracite, leaving their pay and subsistence to be saved as well as their weight and that of their effects and subsistence, and the space occupied by all three on board. The petroleum fire starts into full activity instantaneously, and is as

instantaneously extinguished, while the coal fire requires about an hour to attain steady action and as long to burn out. These are very important advantages, but against them are to be placed—

1st. The danger resulting from the very volatile gases which petroleum emits at ordinary atmospheric temperatures, and which, when mixed with air, are highly explosive. In the hold of steamers the temperature around the engine-room and boiler-room averages as high as one hundred degrees Fahrenheit, and greatly aggravates this danger. Indeed, when it is considered that a medium-sized navy steamer would have to carry about two hundred and fifty tons of petroleum, which, however well protected in tanks, is liable by a single shot to be poured in large quantities into the boiler-room, where its gases, mixing with the air and ignited by the fires of the furnaces, would explode with terrific effect, liberating other quantities and destroying almost instantaneously both vessel and crew, this objection seems so serious that the most overwhelming advantages are required to justify the risk of its use. As merchant steamers do not engage in battle, this risk would be less for them, but it would cause a high rate of insurance and the loss of passenger transportation, even if officers and crew could be found for excessive pay to brave the danger.

2d. Owing to the rapid conversion into gases of a portion of it at ordinary atmospheric temperatures, the loss of petroleum by volatilization is very great, and this loss proportionably increases its cost, while it decreases its advantages as regards bulk, weight, and evaporative efficiency.

3d. And, due to the same fact of its easy gasification, it fills the air with a noisome stench, which, in the confined hold and badly ventilated apartments of vessels, would be intolerable.

4th. The price of crude petroleum is by weight about eight times that of coal, and a large demand would increase the disparity.

From these considerations it appears that the use of petroleum as a fuel for steamers is hopeless; convenience is against it, comfort is against it, health is against it, economy is against it, and safety is against it. Opposed to these the advantages of the probably not very important reduction in bulk and weight, with their attending economies, cannot prevail.

Fisher's apparatus is of the nature of a compound blow-pipe, and is composed of an outside brass hollow frustum of a cone, in the interior of which is another brass hollow frustum of another cone, the axes of the two cones coinciding, thus leaving an annular space between the inside of the larger and the outside of the smaller. The smaller ends of both frustums are in the same direction, and open; the opposite end of the larger frustum is closed, and of the smaller frustum open. A pipe conveying steam from the boiler enters the side of the larger frustum near its closed end at right angles to its axis, and another pipe, conveying the petroleum from the tank, is attached to the open large end of the smaller frustum, which it enters through the closed large end of the larger frustum. The larger frustum is enveloped concentrically by a sheet-iron tube of the form of two frustums of cones united at the smaller ends, thus leaving an annular air space between the tube and the outside of the larger brass frustum. The tube projects beyond the discharging end of the frustum. The diameter of the mouth of the larger brass frustum is $\frac{7}{8}$ of an inch, and of the mouth of the smaller brass frustum $\frac{3}{4}$ of an inch. The lengths of these frustums is about 5 inches, and five of them placed equidistant, side by side, are required for a furnace of 3 feet width and $6\frac{1}{2}$ feet length. They are placed in front of the boiler between the front end of the grate bars and the front of the furnace, and are inclined upwards at an angle of about 45 degrees. The whole apparatus with the connecting pipes does not extend above 5 inches from the boiler front. The operation is very simple. The steam discharging through the annular space between the two brass frustums induces currents of the petroleum and air simultaneously, all three entering the furnace in a thoroughly mixed

state, the petroleum being broken up into spray so fine that the expression *atomized* best describes its condition. The only use of the steam is to induce these currents; it is not necessary to the perfect combustion of the petroleum, nor does it undergo in the furnace decomposition into its constituent gases; its action is wholly mechanical, atomizing the petroleum and mixing it and the air. A jet of air under the same pressure would doubtless be still more efficient.

The boilers in which the experiments with Fisher's apparatus were tried were of three kinds, viz: the locomotive type with horizontal fire-tubes immediately behind the furnace; the ordinary type of marine boiler, with horizontal fire-tubes above the furnace; and the marine boiler with vertical water-tubes above the furnace. With all these boilers elaborate sets of experiments had previously been made with anthracite, with semi-bituminous coal, and with coke, and at all rates of combustion, from the minimum with natural draught, to the maximum with artificial draught, so that the data for comparison with the evaporative results of the petroleum was complete. In all the boilers the relation between the economic evaporation of the petroleum and the anthracite was constant. The maximum rate of combustion for the petroleum was found to be about fourteen pounds per square foot of grate surface per hour, measured by that surface as in the case of the anthracite. This rate is about equal to that of the combustion of anthracite with natural draught in the vertical water-tube boiler, and is about equal to two-thirds of the rate of combustion with natural draught in the horizontal fire-tube boiler.

In these same boilers, among other systems of burning petroleum, was tried that of Mr. Simon Stevens. His plan consists of a retort or hollow cylinder of six inches diameter and two feet six inches in length, placed at the back of the furnace, and into which the petroleum is delivered by an appropriate pipe. To this retort is also connected a steam pipe conveying steam from the steam room of the boiler into the retort. From the retort, which lies crosswise the furnace, there extend lengthwise of each furnace twelve tubes, one inch in diameter and five feet long, perforated on their top with one hundred and eighty burner holes of $\frac{1}{8}$ inch diameter. At these holes the gas generated from the petroleum is burned. The pipe conveying the petroleum from the tank to the retort passes in deeply indented serpentine curves over the tubes containing the burner holes, so as to expose a considerable amount of surface to the action of the heat; in this manner the petroleum is gassified, and its gases mixing with the steam in the retort, are forced by the steam into the twelve straight tubes, and are consumed at the one hundred and eighty orifices. The two furnaces containing this apparatus were each three feet in breadth and six feet in length. The air supply for furnishing the necessary oxygen entered the ash-pit in the usual manner and passed up between the twelve burner tubes. It was also admitted through the usual holes in the furnace doors.

It was found that when the burner holes were made $\frac{1}{8}$ of an inch in diameter, no steam was required for the perfect combustion of the petroleum gases, which then burned with a clear white flame without accompaniment of smoke. When, however, the burner holes were enlarged to $\frac{1}{4}$ of an inch in diameter, steam was required to obtain perfect combustion, and if it was shut off and the petroleum gases consumed alone, they gave off a dense black smoke. Another singularity was that if steam was admitted to the $\frac{1}{8}$ inch burner holes, the fires were at once extinguished. It seemed that the steam was detrimental when the burner holes were so small that the emerging stream of gas could be at once and wholly oxidized by the surrounding air, but when these holes were increased beyond that size, the steam was necessary to break up the larger stream of gases and mechanically mix them with the air, in which case perfect combustion ensued. The whole action of the steam was mechanical, not chemical. It served merely to mix the petroleum and air gases, but was not itself

decomposed, nor did it in any way assist the combustion by any change in its own constituents.

Stevens's apparatus failed utterly from the deposition of solid carbon in the pipes and tubes containing the petroleum, and none of the many modifications made with a view to avoid that difficulty was attended with the slightest success. The fact came out that the petroleum when subjected to the furnace temperature threw down a portion of its carbon in the solid state and in sufficient quantities to close the tubes in about forty-eight hours, and often in much less time. The more copious the steam supply, the more retarded was this result; but it was at best a question of only a few hours. The greater the temperature and the greater the pressure to which the petroleum was subjected, the greater, in equal time, was the deposition of its carbon. This result might have been anticipated, for common illuminating gas will rapidly deposit solid carbon in pipes, when subjected to heat and pressure; and, measurably, in proportion to the temperature and pressure.

In Fisher's apparatus this difficulty is completely obviated, as it is outside of the furnace and not subjected to heat. The most lengthened experiments do not show the slightest deposition of solid carbon or of tar in it.

While the experiments above referred to were in progress, others were being made on the petroleum burning apparatus of Mr. Henry R. Foote, with the machinery of the Palos, a first-class screw tug-boat attached to the Charleston navy yard.

Mr. Foote's apparatus consists of a large irregularly shaped retort of boiler-plate, occupying nearly the whole of the furnace and ash pit. The general cross-section of this retort is an inverted **J**; proceeding from it are small pipes passing beneath it and having burner holes along their top; and from its sides are projected at right angles other small pipes having burner holes along their top. The petroleum is supplied to the retort through a pipe, and is gasified by the flame jets from the burners beneath the retort's bottom. In each burner hole is inserted a cast-iron plug having four notches cut equi-distant in its sides, through which the mixed gases stream and at which they are ignited. The top of the plug is broadened out into a disk which deflects the gaseous jets. It is not known that these plugs add anything to the effect over what can be obtained from simple holes of the cross area of the notches. Steam is conveyed to the retort from the steam-room of the boiler by a pipe coiled forward and backward over the flame jets from the burners in the pipes protruding from the sides of the retort, in order to superheat it. An air-pump worked by the engine forces air under an effective pressure of from one to two pounds per square inch through an appropriate pipe into the retort. With the apparatus in operation the retort contains liquid petroleum spread over its bottom in process of gasification, and above this liquid a mixture of the petroleum and atmospheric gases and of superheated steam. This mixture flowing through the burner holes, is there ignited, and the heat that remains after the gasification of the petroleum is effected is applicable to the generation of steam. From the absolute evaporation, however, there must be subtracted the steam used in the mixture and in working the air-pump. With the exception of forcing air into the retort by a pump, Foote's process is the same as Stevens's, and fails from the same reason, namely, the deposition of solid carbon. With the actual dimensions given to the two apparatuses, Foote's could be operated longer than Stevens's, because his retort and pipes being longer as well as his burner holes, more time was required to fill them with the carbon, but it was merely a question of time, and neither they, nor any apparatus in which the petroleum is subjected to heat, can be made successful.

The experiments with Foote's apparatus were made with the vessel secured to the wharf of the navy yard, and with it under way in Boston harbor; and to

obtain proper data for comparison with the evaporative results by anthracite, duplicate experiments were made with that fuel under, as nearly as possible, the same conditions. The boilers of the *Palos* are two in number, of the usual marine type, with tubes returned above the furnaces; each boiler has two furnaces, and each furnace is three feet six inches wide, and six feet long. The engine had one cylinder forty-four inches in diameter, with thirty inches stroke of piston.

With Foote's apparatus the evaporation by the same weights of petroleum and of the combustible portion of the anthracite consumed in the same, in the same boiler, compares as 1.00 to 1.28; from which is to be deducted the steam used in the retort and in working the air-pump.

This quantity could not be eliminated, but was probably about ten per centum of the total quantity of steam evaporated in the boilers, which being deducted, leaves the comparison for the effective evaporation by the same weight of petroleum and anthracite combustible, as 1.00 for the latter, and 1.15 for the former.

Allowing the incombustible portion of the anthracite to be one-sixth of its weight, the comparative effective evaporation of the same weight of anthracite and petroleum burned in the same time, in the same boiler, would compare as 1.00 for the former, and 1.38 for the latter. These results are greatly inferior for the petroleum to those obtained with Fisher's apparatus, which compare as 1.68 for the petroleum, to 1.00 for the anthracite. But in the previous summing up of the advantages and disadvantages of petroleum, the highest results have been taken for it given by any apparatus.

The results of these petroleum trials and the description of the apparatus with which they were made, though given as briefly as possible, necessarily occupy considerable space in this report, and the apology must be found in the novelty and real importance of the subject, and in the general interest regarding it. Technical reports, with full details and drawings of the boilers and apparatuses, will be made of all these experiments.

The attention of the department is respectfully called to the subject of increased assimilated rank for the engineer officers of the highest grade. The late action of Congress commissioning first assistant and second assistant engineers, and defining their rank, leaves nothing more to be asked on that subject for the engineers of the lower grades.

The relative status of the line and engineer officers was very different at the conclusion of the war from what it was at the commencement. Then the highest grade of line officer was captain, while the highest grade of engineer officers ranked as commander, the next grade below captain, and such appointment was satisfactory; but one result of the war was to entirely change the organization of the line officers.

The old system was found unadapted to the new conditions, and a new system grew up under the force of circumstances, in harmony with the change. Five new grades were added to the line, three of which were above the grade of captain, leaving the highest engineer rank four grades instead of one below the highest line rank. The additional grades for the line are unquestionably necessary for a modernized and extended navy, and the present system has a perfection and efficiency which were wanting in the old. The creation of these grades was not only a reward to particular officers for services, but was requisite as a permanent part of an improved organization. The very same reasons apply, and with equal force, for additional rank in the engineer corps, a very numerous body of officers, with duties and responsibilities second in importance to none, and these duties and responsibilities have been greatly increased as a result of the war, not only in quantity but in quality, while the personnel, like that of the line, has increased with the extension of the service. No recognition, however, thus far has been made of the services of the engineers during the war; but they still confidently await, as they have done for the last two years, the action of the department in extending the same system to the engineer officers which has

been accorded to the line, hoping that as soon as the arrangement for the latter was completed a similar one for the former would be adopted. As the case now stands the chief engineers have been practically reduced in rank, as the result of a war to the success of which, so far as the navy is concerned, they must be allowed to have eminently contributed. For remaining stationary while others have been advanced over them is in effect a reduction, and one which is felt more keenly, as precisely the same arguments which were found convincing for adding the new grade to the line are just as valid for an increase of rank to the engineers.

It is almost unnecessary to call the attention of the department to the fact that the navy is now, and must ever continue to be, exclusively a steam navy, depending wholly, for all the efficiency to be derived from prompt, certain and rapid locomotion, on its engineer corps. The money cost of this locomotion, as well as its efficiency, will be in the inverse ratio to the skill of the engineers, and the same skill must be depended on for the improvements and increase of general efficiency which is to be obtained from the application of new discoveries in physical science.

It is absurd to manufacture complicated and expensive machinery for producing both new and increased results in economy and power, and then place it in the hands of those who are too ignorant to comprehend, much less to properly use it. With each advance in mechanical science, an advance must be had of knowledge and skill in those who are to apply it, nor can the high professional abilities required be obtained unless adequate position be granted. The proper talent for the engineer corps of the navy cannot be had so long as the position is made inferior to its deserts; and as an evidence of the fact here asserted, the files of the department show that during the first year after the war eighty-three (83) engineers resigned from the regular corps, embracing thirty-one per centum of the whole number. Among these resignations were many possessing the highest order of professional skill, all or nearly all of whom would have remained but for the discouraging prospect of their obtaining a proper position in the navy.

In the best and most scientifically organized navy in the world, namely, that of France, the rank of rear-admiral is given to the inspector general, who corresponds in functions with the chief of the Bureau of Steam Engineering, and the rank next after that is given to the senior engineers, and so on down, *pari passu*. What is suggested is an increase of one rank to the chief engineers, making those of between five and ten years standing rank with commanders, those of between ten and fifteen years standing rank with captains, and those of over fifteen years standing rank with commodores, the chief of the Bureau of Steam Engineering ranking as rear-admiral. It is believed this request is so modest and so well supported by reason that none can object to it.

The rate of promotion will hereafter be so slow, that the higher grades will be reached by the few only who attain advanced age.

Let the department consider for a moment what are the duties of its engineers, and what they performed during the war. In the course of the latter, they had equal personal exposure in the pestilence, the battle, and the wreck with the line officers. On them depended the efficiency of the numerous squadrons for service; for, let it be asked, of what use would the vessels have been with their machinery unreliable or disabled? They had not only to repair and operate, but to alter and invent and rearrange to meet the continued varyings of our unprecedented service, of one, in fact, which maintained a blockade of three thousand miles of the most difficult coast in the world, while all the engineering talent and material resources of Great Britain were employed in attempts to run it; yet so efficiently was it maintained that our final and complete triumph, at the early date it took place, will be largely ascribed by the historian of the future, to the gigantic and admirably directed efforts of the Navy Department.

Could the revolted States have sent their cotton to Europe, and with the proceeds of its sale imported munitions of war, how much longer would the struggle have continued? Who can say when it would have ended, and after what ruinous sacrifices of men and means? Fortunately, our antagonists had neither engineering skill nor resources in themselves, nor could they, owing to the efficiency of our navy, obtain them from others, and the want was fatal; they had despised the mechanical arts and sciences, and by those arts and sciences they fell.

The department depends upon its engineers for the design, construction, and operation of its steam machinery; they conduct the enormous manufactories in its navy yards; they invent and improve its processes, try its experiments, and determine upon their merits. In their hands rests the yearly expenditure of millions, and on their skill depends whether these millions are judiciously expended; in other words, whether we have a navy as the result, or a something which, in the event of war, would prove a national calamity. Their position is, in fact, second to none, and in the nature of things cannot be made second to any. Why, then, should not the position *eo nomine* be made to correspond to the position *de facto*? No good can possibly result from depressing it below its natural level, and much good will surely result from allowing it to rise there.

In the event of a another war, the department will have to depend on its corps of engineers for new adaptations of means to ends, and inferior talent and experience are not equal to such efforts. That the department is fully aware of this, appears from the qualifications it demands in its engineers, the standard of examination having been placed at the highest attainable limit; yet the system is but half perfected, while a commensurate position is denied.

During the war it was found indispensably necessary that a fleet engineer should be appointed to each squadron. The files of the department show how ably and zealously the very onerous and responsible duties of those officers were performed; yet the rank granted was only that of captain, nor was the grade made permanent; the engineer officer holding it held it only while acting as fleet engineer, and, when relieved, he was reduced, after all his services, sacrifices, and responsibilities, to a lower position. In fact, he was virtually degraded as a consequence of the department having considered him eminently qualified for the high duties to which it had temporarily assigned him. In truth, there has not only been no recognition of the services of engineer officers during the war, but the reverse. This, it is believed, is not the intention of the department, but a result of circumstances. It is earnestly hoped that the department will take up the subject and pursue it to a satisfactory conclusion.

There are many other considerations that might be urged, but they are so obvious that your time need not be occupied in enumerating them. The war and the progress of the age have changed our naval tactics, naval ships, naval machinery, and naval organizations; they have swept away many of the mouldy prejudices of an effete regime. The navy is no longer what it was; it has progressed, improved, and enlarged with the times, and if it is to continue in the same path it must be by the application of new inventions in mechanism and new discoveries in science. Such applications can in the nature of things be only made in the future as in the past by engineers, and in proportion to the talent fostered in that corps and the inducements made to retain it by proper rank and pay, will be its ability to sustain another contest as ably as it did the last.

During the last year the shops in the different navy yards appertaining to this bureau have been supplied with such tools as were indispensably necessary, and the shops put in as thorough a state of organization as their size admitted, so that not only all the repair but all the new work of this bureau that is immediately required can be done in them. They are, however, much too limited for the operations which a sudden demand for war steamers would require, and

it is earnestly hoped that the estimates of the Bureau of Yards and Docks for their enlargement will receive the favorable action of Congress. These estimates amount in the aggregate to \$1,426,862. The expenditure of this sum would extend over two or three years, so that no more than about \$700,000 would be required for the ensuing fiscal year.

It is believed to be the popular impression that in the event of a war with a maritime nation, the government could depend upon private establishments to manufacture its steam machinery with sufficient rapidity for its wants. Such expectation would prove wholly fallacious. Those establishments are too few to supply the immense demand that would undoubtedly arise for privateers, which, being constructed for private parties jealously watching their own interests, would be completed before anything was done for the government, which would suffer from the long delays and non-fulfilment of contracts in the same manner as it did during the late war; besides paying enormous profits, that in one or two years would of themselves amount to enough to fully equip all the navy yards in the land.

True economy, as well as good policy, requires the department to be able with its own shops to meet all the demands that may be made upon it.

The estimates for the next fiscal year will be found in the accompanying papers, marked A, B, and C; and for the remainder of the present fiscal year in the paper marked D.

All of which is respectfully submitted by, sir, your obedient servant,

B. F. ISHERWOOD,

Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

A.

Estimate of the amount required for the civil expenses of the Bureau of Steam Engineering, for the fiscal year ending June 30, 1869, as per acts of July 5, 1862, July 23, 1866, and March 2, 1867.

For salary of chief of bureau, (act July 5, 1862, sec. 2)	\$3,500 00
For salary of chief clerk, (act July 5, 1862, sec. 3)	1,800 00
For salary of one third-class clerk, (act July 23, 1866, sec. 8)	1,600 00
For salary of one second-class clerk, (act March 2, 1867).....	1,400 00
For salary of one draughtsman, (act of July 5, 1862, sec. 3, and act March 2, 1867).....	1,800 00
For salary of one assistant draughtsman, (act July 5, 1862, sec. 3)	1,200 00
For salary of one messenger, (act July 5, 1862, sec. 3)	\$840 00
For 20 per cent. additional, less excess over \$1,000, (act of June 25, 1864, sec. 3, and act of July 23, 1866)	160 00
	<hr/>
	1,000 00
For salary of one laborer, (act July 5, 1862, sec. 3)	600 00
For 20 per cent. additional, (act of June 25, 1864, and act of July 23, 1866).....	120 00
	<hr/>
	720 00
For amount respectfully submitted as increase of salary of chief clerk.....	400 00
For amount respectfully submitted as increase of salary of draughtsman.....	200 00
For amount respectfully submitted as increase of salary of assistant draughtsman.....	200 00
For contingent expenses.....	1,500 00
	<hr/>
	15,320 00
	<hr/>
Appropriated for the fiscal year ending June 30, 1868.....	\$16,120 00
	<hr/>

B.

Estimate of the pay of civil officers under the cognizance of the Bureau of Steam Engineering, at navy yards and stations, for the fiscal year ending June 30, 1869.

PORTSMOUTH, N. H.	
For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	5,600 00
BOSTON, MASS.	
For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
For salary of master machinist	2,000 00
	7,600 00
NEW YORK.	
For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	5,600 00
PHILADELPHIA.	
For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	5,600 00
WASHINGTON.	
For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
For salary of master machinist	2,000 00
	7,600 00
NORFOLK.	
For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	5,600 00
PENSACOLA.	
For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	5,600 00
MARE ISLAND.	
For salary of one draughtsman	\$1,600 00
For salary of clerk to chief engineer	1,400 00
For salary of store clerk	1,400 00
For salary of time clerk	1,200 00
	5,600 00

RECAPITULATION.

Civil officers at navy yard, Portsmouth, N. H.....	\$5,600 00
Civil officers at navy yard, Boston.....	7,600 00
Civil officers at navy yard, New York.....	5,600 00
Civil officers at navy yard, Philadelphia.....	5,600 00
Civil officers at navy yard, Washington.....	7,600 00
Civil officers at navy yard, Norfolk.....	5,600 00
Civil officers at navy yard, Pensacola.....	5,600 00
Civil officers at navy yard, Mare Island.....	5,600 00
	48,800 00

C.

Estimate of appropriation under the cognizance of the Bureau of Steam Navigation, required for the service of the fiscal year ending June 30, 1869.

For stores and materials, tools, &c.....	\$1,500,000 00
For repairs of machinery of steamers, boilers, instruments, and labor at navy yard, and repairs of the machinery, and purchase of stores and materials, for vessels of squadrons on foreign stations.....	2,750,000 00
For transportation of materials, &c.....	150,000 00
	4,400,000 00

D.

Estimate of expenditure of appropriations under the cognizance of the Bureau of Steam Engineering, for the balance of the fiscal year ending June 30, 1868.

Civil and contingent expenses of the bureau.....	\$14,320 00
Pay of civil establishment at the navy yards.....	24,000 00
For repairs of machinery of steamers, boilers, instruments, tools, labor, payments on existing contracts for machinery, and for supplies.....	4,617,000 00
For stores and materials for vessels of squadrons, necessarily purchased abroad, and for repairs of machinery of the vessels on foreign stations....	700,000 00
	5,355,320 00

RECAPITULATION.

Heads.	Estimate of appropriation required for the fiscal year ending June 30, 1869.	Appropriation for the fiscal year ending June 30, 1868.
A.—Salaries and contingent expenses of the bureau 1868-69	\$15,320 00	\$16,120 00
B.—Pay of civil officers at navy yards and stations 1868-69	48,800 00	24,000 00
C.—Estimate of appropriation required for the service of the fiscal year 1868-69.....	4,400,000 00	None required.
	4,464,120 00	
D.—Estimate of probable required expenditure for the balance of the fiscal year 1867-68.....	\$5,355,320 00	

Scale of bids for materials for the navy yard at Portsmouth, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 1, boiler iron and rivets:

Flagler & Brothers.....	\$30,193 75
Spalding & Parrott.....	30,645 00
John J. Bingham.....	*28,430 00
Joseph L. Savage.....	29,700 00
William A. Wheeler.....	30,055 00
Wheeler & Browning.....	31,187 50

Class No. 2, pig iron:

Flagler & Brothers.....	44,270 00
James M. Shaw.....	51,000 00
Francis H. Smith.....	40,450 00
John J. Bingham.....	*39,520 00
William Porter & Sons...	43,885 00
Joseph L. Savage.....	40,440 00
William A. Wheeler.....	42,220 00
Wheeler & Browning.....	40,100 00

Class No. 4, gum packing, rubber hose, &c.:

C. M. Clapp & Co.....	*20,543 00
John J. Bingham.....	23,686 00
Joseph L. Savage.....	22,762 00
William A. Wheeler.....	27,320 00
Wheeler & Browning.....	30,380 00

Class No. 5, sperm oil:

James M. Shaw.....	13,200 00
David Babcock.....	13,875 00
Judd Sperm Oil Co.....	12,422 00
Alonzo A. Foster.....	14,000 00
William H. James.....	12,200 00
Manhattan Oil Co.....	12,150 00
Southard, Herbert & Co..	*11,900 00
Joseph L. Savage.....	12,250 00
William A. Wheeler.....	13,150 00
Wheeler & Browning.....	15,000 00

Class No. 6, linseed oil and turpentine:

C. M. Clapp & Co.....	3,400 00
John H. Bailey.....	2,640 00
David Babcock.....	2,388 00
Alonzo A. Foster.....	2,460 00
John J. Bingham.....	*2,350 00
Manhattan Oil Co.....	2,572 00
Clark & Pearson.....	2,710 00
William Porter & Sons...	2,980 00
Joseph L. Savage.....	2,570 00
William A. Wheeler.....	2,352 00
Wheeler & Browning.....	3,040 00

Class No. 8, leather belting, hose, &c.:

Hoyt Brothers.....	2,629 00
C. M. Clapp & Co.....	2,512 00
Josiah Gatas & Son.....	2,416 00
James R. Pugh.....	2,809 00
Alonzo A. Foster.....	2,973 00

John J. Bingham.....	\$2,672 00
William Porter & Sons...	3,055 00
Joseph L. Savage.....	2,535 00
William A. Wheeler.....	*2,390 00
Wheeler & Browning.....	3,181 00

Class No. 9, tallow and soap:

David Babcock.....	588 50
Alonzo A. Foster.....	*550 00
John J. Bingham.....	576 80
Southard, Herbert & Co..	595 00
Joseph L. Savage.....	632 00
William A. Wheeler.....	608 00
Wheeler & Browning.....	770 00

Class No. 10, engineers' stores:

Alonzo A. Foster.....	*14,324 92
John J. Bingham.....	15,421 62
William Porter & Sons...	18,483 25
Joseph L. Savage.....	15,927 61
William A. Wheeler.....	15,556 65
Wheeler & Browning.....	19,774 75

Class No. 11, engineers' tools:

Alonzo A. Foster.....	*6,112 29
William A. Wheeler.....	7,388 30
Wheeler & Browning.....	6,501 75

Class No. 12, engineers' instruments:

American Steam Gauge Co	2,772 80
Alonzo A. Foster.....	3,417 00
John J. Bingham.....	*2,003 50
William Porter & Sons...	4,790 00
Joseph L. Savage.....	2,378 00
William A. Wheeler.....	4,269 00
Wheeler & Browning.....	2,684 00

Class No. 13, machinery:

Pratt, Whitney & Co.....	†—————
G. & C. Place.....	*4,114 00
Joseph L. Savage.....	4,240 00
William A. Wheeler.....	5,300 00

Class No. 14, wrought-iron pipe, valves, &c.:

A. S. T. Sanborn & Co....	20,859 14
J. J. & C. C. Walworth...	*19,644 58
Alonzo A. Foster.....	25,535 99
John J. Bingham.....	20,980 25
Joseph L. Savage.....	24,532 77
William A. Wheeler.....	23,216 55
Wheeler & Browning.....	29,403 44

Class No. 15, brass and copper tubes:

John H. Bailey.....	7,800 00
Columbia Metal Works...	6,500 00
American Tube Works....	5,840 00

* Accepted.

† Informal.

Alonzo A. Foster.....	† \$5,450 00
Joseph L. Savage.....	5,900 00
William A. Wheeler.....	5,834 00
Wheeler & Browning.....	8,200 00

Class No. 16, steel :

George Adams.....	16,160 00
Spalding & Parrott.....	16,160 00
John P. Lyman.....	*14,360 00
David Babcock.....	16,000 00
Miller, Barr & Parkin...	15,520 00
Park, Brother & Co.....	15,100 00
Alonzo A. Foster.....	15,080 00
John J. Bingham.....	16,560 00
Joseph L. Savage.....	15,200 00
William A. Wheeler.....	15,000 00
Wheeler & Browning.....	15,360 00

Class No. 17, iron, nails, bolts, nuts, &c. :

John H. Bailey.....	9,767 40
Alonzo A. Foster.....	8,719 40
John J. Bingham.....	9,643 65
Joseph L. Savage.....	*8,596 40
William A. Wheeler.....	9,488 40
Wheeler & Browning.....	9,922 60

Class No. 18, copper :

James M. Shaw.....	30,248 00
Revere Copper Co.....	25,220 00
Alonzo A. Foster.....	26,900 00
John J. Bingham.....	26,004 00
Baltimore and Cuba Smelt- ing and Mining Co.....	*25,132 50
William Porter & Sons...	29,200 00
Joseph L. Savage.....	26,235 00
William A. Wheeler.....	25,993 00
Wheeler & Browning.....	23,840 00

Class No. 19, tin, lead, zinc, &c :

John H. Bailey.....	9,595 00
David Babcock.....	8,299 75
Alonzo A. Foster.....	*7,739 00
John J. Bingham.....	8,426 00
William Porter & Sons...	9,551 50
Joseph L. Savage.....	8,163 00
William A. Wheeler.....	8,447 50
Wheeler & Browning.....	8,610 00

Class No. 20, white lead :

C. M. Clapp & Co.....	3,000 00
John H. Bailey.....	2,950 00
David Babcock.....	2,925 00
Alonzo A. Foster.....	*2,550 00
John J. Bingham.....	2,780 00
Clark & Pearson.....	3,200 00
William Porter & Sons...	3,225 00
Joseph L. Savage.....	2,550 00
William A. Wheeler.....	2,850 00
Wheeler & Browning.....	3,100 00

Class No. 21, zinc paint :

C. M. Clapp & Co.....	315 00
John H. Bailey.....	430 00

* Accepted.

David Babcock.....	\$290 00
Alonzo A. Foster.....	380 00
John J. Bingham.....	*282 50
Clark & Pearson.....	420 00
William Porter & Sons...	462 50
Joseph L. Savage.....	370 00
William A. Wheeler.....	290 00
Wheeler & Browning.....	450 00

Class No. 22, colored paints, dryers, &c. :

John H. Bailey.....	2,890 00
David Babcock.....	2,860 25
Alonzo A. Foster.....	*1,550 00
John J. Bingham.....	3,076 55
Clark & Pearson.....	4,851 50
Joseph L. Savage.....	1,630 50
William A. Wheeler.....	3,297 50
Wheeler & Browning.....	4,979 75

Class No. 23, stationery :

John M. Whittemore & Co	1,647 40
W. C. Rogers & Co.....	*785 09
Cutter, Tower & Co.....	1,172 26
William H. Arthur & Co..	1,426 15
William A. Wheeler.....	1,239 00

Class No. 24, firewood :

George A. Hammond.....	*1,235 00
George W. Tucker.....	1,687 50
John J. Bingham.....	1,787 50
Trickey & Jewett.....	2,000 00
William A. Wheeler.....	1,725 00

Class No. 25, hickory and ash plank, and butts :

Joseph W. Duryee.....	*305 00
Trickey & Jewett.....	330 00
William A. Wheeler.....	375 00

Class No. 26, white pine :

Samuel Adams & Co.....	4,170 00
Joseph W. Duryee.....	*3,057 00
George A. Hammond.....	3,330 00
Trickey & Jewett.....	3,975 00
William A. Wheeler.....	4,845 00

Class No. 27, black walnut, cherry, &c. :

Joseph W. Duryee.....	*541 00
Trickey & Jewett.....	785 00
William A. Wheeler.....	1,000 00

Class N. 29, lanterns, &c. :

William Porter & Sons...	*1,387 00
William A. Wheeler.....	1,719 00

Class No. 30, lignumvitæ :

George A. Hammond.....	95 00
Wesley Smith.....	150 00
John J. Bingham.....	*90 00

† Class not awarded.

William Porter & Sons...	\$125 00	S. P. Brown & Son	*\$2,664 00
William A. Wheeler.....	115 00	John B. Turton	†
		William A. Wheeler.....	2,859 00
Class No. 31, hydraulic jacks, &c.:		Class No. 37, sand, lime, &c.:	
Alonzo A. Foster.....	*100 00	Samuel Adams & Co.....	2,957 00
John J. Bingham.....	299 00	David Babcock.....	3,113 00
William Porter & Sons...	320 00	George W. Tucker.....	*1,863 00
John J. Bingham.....	1,000 00	William H. James.....	2,626 50
Joseph L. Savage.....	350 00	William A. Wheeler.....	3,638 00
William A. Wheeler			
Class No. 32, sour flour, cruci- bles, &c.:		Class No. 38, brick:	
David Babcock.....	1,452 00	Samuel Adams & Co.....	*1,360 00
Alonzo A. Foster.....	1,415 00	David Babcock.....	1,600 00
John J. Bingham.....	1,260 15	George W. Tucker.....	1,530 00
Joseph L. Savage.....	1,481 40	William A. Wheeler.....	2,250 00
William A. Wheeler.....	*1,256 50		
Class No. 33, patented articles:		Class No. 39, files:	
Alonzo A. Foster.....	*574 00	Scudder, Rogers & Co...	7,059 96
Class No. 34, cotton and hemp packing:		Alonzo A. Foster.....	*6,230 01
John H. Bailey.....	249,100 00	John J. Bingham.....	6,885 64
Alonzo A. Foster.....	2,480 00	Clark & Pearson	10,667 97
John J. Bingham.....	*2,240 92	Joseph L. Savage.....	6,246 48
William Porter & Sons...	3,201 00	William A. Wheeler.....	7,290 14
Joseph L. Savage.....	2,842 00	Wheeler & Browning....	9,423 42
William A. Wheeler.....	2,716 00		
Class No. 35, anthracite coal:		Class No. 40, charcoal:	
George W. Tucker.....	24,412 50	George A. Hammond.....	1,400 00
Tyler & Co.....	*20,382 50	George W. Tucker.....	2,250 00
Lewis W. Hiel	21,877 00	Charles G. Brown	950 00
S. P. Brown & Son.....	21,315 00	Alonzo A. Foster.....	1,350 00
John B. Turton.....	23,540 00	Clark & Pearson.....	1,250 00
William A. Wheeler.....	21,517 50	William Porter & Sons...	1,950 00
		William A. Wheeler.....	1,300 00
Class No. 36, bituminous coal:		Class No. 42, Dudgeon's pumps:	
Albert R. Bass	2,955 00	John H. Bailey.....	1,580 00
George W. Tucker.....	3,120 00	Alonzo A. Foster.....	1,422 00
Franklin A. Hall	3,060 00	John J. Bingham.....	1,368 00
		William Porter & Sons...	1,822 00
		Joseph L. Savage.....	1,380 00
		William A. Wheeler.....	*1,240 00
		Wheeler & Browning....	1,840 00

Schedule of proposals for materials for the navy yard at Charlestown, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 1, boiler iron, &c.:		John J. Bingham.....	\$23,500 00
Flagler & Bro.....	\$38,044 37	William Porter & Sons...	24,500 00
Alonzo A. Foster.....	39,067 50	Joseph L. Savage.....	*21,250 00
John J. Bingham.....	*36,443 75	William A. Wheeler.....	25,250 00
Joseph L. Savage.....	37,170 00	Wheeler & Browning....	23,250 00
William A. Wheeler.....	39,582 50		
Wheeler & Browning....	44,040 00	Class No. 4, gum packing, rub- ber hose, &c.:	
Class No. 2, pig iron:		C. M. Clapp & Co.....	*4,925 00
Flagler & Bro.....	24,600 00	John J. Bingham.....	6,050 00
James M. Shaw.....	32,750 00	Joseph L. Savage.....	5,337 50
Francis H. Smith.....	24,400 00	William A. Wheeler.....	7,050 00
Alonzo A. Foster.....	22,900 00	Wheeler & Browning....	6,500 00

* Accepted.

† Informal.

Class No. 5, sperm oil:

James M. Shaw.....	\$25,800 00
David Babcock.....	27,450 00
Judd Sperm Oil Co.....	24,844 00
Alonzo A. Foster.....	28,000 00
William H. James.....	23,800 00
Manhattan Oil Co.....	23,700 00
Southard, Herbert & Co..	*23,490 00
Joseph L. Savage.....	24,000 00
William A. Wheeler.....	25,900 00
Wheeler & Browning....	28,000 00

Class No. 6, linseed oil and turpentine:

C. M. Clapp & Co.....	3,095 00
David Babcock.....	866 00
Alonzo A. Foster.....	1,004 00
John J. Bingham.....	891 00
Manhattan Oil Co.....	933 00
Clark & Pearson.....	970 00
Joseph L. Savage.....	800 00
William A. Wheeler.....	*780 00
Wheeler & Browning....	1,225 00

Class No. 8, leather belting, hose, &c.:

Hoyt Brothers.....	8,042 50
C. M. Clapp & Co.....	8,543 50
Josiah Gates & Son.....	8,376 00
James R. Pugh.....	9,625 00
Alonzo A. Foster.....	10,648 00
John J. Bingham.....	*7,969 75
Joseph L. Savage.....	8,398 00
William A. Wheeler.....	8,134 00
Wheeler & Browning....	8,388 00

Class No. 9, tallow and soap:

Mullett & Bradbury.....	22 50
David Babcock.....	30 00
Alonzo A. Foster.....	‡20 00
John J. Bingham.....	30 00
Southard, Herbert & Co..	22 00
Clark & Pearson.....	28 00
Joseph L. Savage.....	20 00
William A. Wheeler.....	30 00

Class No. 10, engineers' stores:

Alonzo A. Foster.....	7,609 37
John J. Bingham.....	*7,312 71
Joseph L. Savage.....	7,436 40
William A. Wheeler.....	8,257 48
Wheeler & Browning....	10,758 50

Class No. 11, engineers' tools:

Alonzo A. Foster.....	\$3,842 38
Joseph L. Savage.....	3,186 89
William A. Wheeler.....	4,577 05
Wheeler & Browning....	*3,370 10

Class No. 12, engineers' instruments:

American Steam Gauge Co	2,450 00
Alonzo A. Foster.....	*1,826 00

John J. Bingham.....	\$2,841 00
William Porter & Sons...	3,907 00
Joseph L. Savage.....	3,233 00
William A. Wheeler.....	3,110 00
Wheeler & Browning....	3,000 00

Class No. 14, wrought iron pipe, valves, &c.:

S. T. Sanborn & Co.....	12,935 25
J. J. Walworth & C. C.	
Walworth.....	*12,227 00
Alonzo A. Foster.....	14,423 75
John J. Bingham.....	12,743 52
Joseph L. Savage.....	14,437 25
William A. Wheeler.....	13,576 80
Wheeler & Browning....	14,638 25

Class No. 15, brass and copper tubes:

Columbian Metal Works..	‡21,300 00
American Tube Works...	22,900 00
Alonzo A. Foster.....	‡21,300 00
Joseph L. Savage.....	23,200 00
William A. Wheeler.....	24,230 00
Wheeler & Browning....	35,000 00

Class No. 16, steel:

David Babcock.....	21,293 74
Park, Brother & Co.....	19,572 00
John B. Taft.....	19,493 10
Alonzo A. Foster.....	19,487 75
John J. Bingham.....	20,778 50
Joseph L. Savage.....	19,297 00
William A. Wheeler.....	19,057 50
Wheeler & Browning....	*18,098 00

Class No. 17, iron nails, bolts, nuts, &c.:

Alonzo A. Foster.....	*3,557 40
John J. Bingham.....	4,140 24
Joseph L. Savage.....	4,329 01
William A. Wheeler.....	4,340 97
Wheeler & Browning....	5,155 85

Class No. 18, copper:

James M. Shaw.....	50,645 00
Alonzo A. Foster.....	47,060 00
John J. Bingham.....	46,090 00
Baltimore and Cuba Smelt-	
ing and Mining Co.....	*43,825 00
William Porter & Sons...	51,000 00
Joseph L. Savage.....	44,650 00
William A. Wheeler.....	44,345 00
Wheeler & Browning....	47,350 00

Class No. 19, tin, lead, zinc, &c.:

George Adams.....	14,480 00
C. M. Clapp & Co.....	15,312 50
David Babcock.....	13,795 00
Alonzo A. Foster.....	*13,350 00
John J. Bingham.....	13,805 00
William Porter & Sons...	16,175 00
Joseph L. Savage.....	13,355 00
William A. Wheeler.....	14,205 00
Wheeler & Browning....	14,620 00

* Accepted. † Class not awarded. ‡ Informal; bid for part of class only.

‡ Awarded by lot. † Informal.

Class No. 20, white lead:

C. M. Clapp & Co.....	\$775 00
David Babcock.....	712 50
Alonzo A. Foster.....	*650 00
John J. Bingham.....	722 00
Clark & Pearson.....	775 00
William Porter & Sons...	787 50
Joseph L. Savage.....	725 00
William A. Wheeler.....	725 00
Wheeler & Browning....	800 00

Class No. 22, colored paints, dryers, &c.:

David Babcock.....	2,816 20
John J. Bingham.....	3,194 00
Clark & Pearson.....	4,339 00
Joseph L. Savage.....	*2,785 15
William A. Wheeler.....	3,840 80

Class No. 23, stationery:

J. M. Whittemore & Co..	2,186 79
W. C. Rogers & Co.....	*1,543 16
Cutter, Tower & Co....	1,846 52
William H. Arthur & Co	2,132 38
William A. Wheeler.....	1,997 25

Class No. 24, firewood:

S. & E. Knight.....	*1,200 00
John J. Bingham.....	1,560 00
Trickey & Jewett.....	2,025 00
William A. Wheeler.....	1,275 00

Class No. 25, hickory and ash plank and butts:

Trickey & Jewett.....	200 00
William A. Wheeler.....	*150 00

Class No. 26, white pine:

Joseph W. Duryee.....	*8,340 00
Trickey & Jewett.....	9,934 00
William A. Wheeler.....	14,245 00

Class No. 27, black walnut, cherry, &c.:

Joseph W. Duryee.....	*435 00
Trickey & Jewett.....	585 00
William A. Wheeler.....	1,200 00

Class No. 28, mahogany and white holly:

Joseph W. Duryee.....	*210 00
Trickey & Jewett.....	300 00
William A. Wheeler.....	675 00

Class No. 29, lanterns, &c.:

William Porter & Sons...	*432 00
William A. Wheeler.....	540 00

* Accepted.

Class No. 32, sour flour, crucibles, &c.:

Mullett & Bradbury.....	\$2,025 25
David Babcock.....	1,700 75
Alonzo A. Foster.....	*1,410 00
John J. Bingham.....	1,676 50
William A. Wheeler.....	2,830 25

Class No. 34, cotton and hemp packing:

David Babcock.....	2,850 00
Alonzo A. Foster.....	3,000 00
John J. Bingham.....	*2,376 00
William Porter & Sons...	3,600 00
Joseph L. Savage.....	3,000 00
William A. Wheeler.....	2,962 50

Class No. 35, anthracite coal:

Albert R. Bass.....	*26,700 00
Tyler & Co.....	29,570 00
Lewis W. Heil.....	31,862 00
S. P. Brown & Son.....	30,210 00
William A. Wheeler.....	28,280 00

Class No. 36, bituminous coal:

S. P. Brown & Son.....	2,455 00
John B. Turton.....	2,262 00
William A. Wheeler.....	*2,251 00

Class No. 37, sand, lime, &c.:

James Edmond & Co....	2,875 00
David Babcock.....	3,250 00
William H. James.....	*2,855 00
William A. Wheeler.....	3,850 00

Class No. 38, brick:

James Edmond & Co....	*3,525 00
David Babcock.....	3,940 00
William A. Wheeler.....	3,550 00

Class No. 39, files:

Alonzo A. Foster.....	*7,803 56
John J. Bingham.....	9,146 80
Clark & Pearson.....	14,184 35
Joseph L. Savage.....	8,520 30
William A. Wheeler.....	9,624 67
Wheeler & Browning....	11,808 50

Class No. 40, charcoal:

Mullett & Bradbury....	\$2,500 00
Alonzo A. Foster.....	2,500 00
Clark & Pearson.....	2,700 00
William Porter & Sons...	3,900 00
Joseph L. Savage.....	2,900 00
William A. Wheeler.....	2,600 00

; Awarded by lot.

Schedule of proposals for materials for the navy yard at Brooklyn, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 1, boiler iron and rivets :

Alonzo A. Foster	\$19,305 00
John J. Bingham.....	*18,010 00
William Porter & Sons...	23,280 00
G. H. Creed.....	18,352 50
William A. Wheeler.....	20,097 50
Wheeler & Browning....	19,770 00

Class No. 2, pig iron :

James M. Shaw.....	29,125 00
David Babcock.....	27,950 00
Samuel Noble.....	†
Francis H. Smith.....	20,902 50
Alonzo A. Foster.....	*20,350 00
John J. Bingham.....	21,500 00
William H. James.....	24,275 00
William Porter & Sons...	23,525 00
G. H. Creed.....	22,900 00
William A. Wheeler.....	24,250 00

Class No. 4, gum packing, rubber hose, &c. :

C. M. Clapp & Co.....	2,635 00
Alonzo A. Foster.....	3,285 70
John J. Bingham.....	3,048 25
G. H. Creed.....	*5,079 00

Class No. 5, sperm oil :

James M. Shaw.....	23,220 00
David Babcock.....	24,750 00
Lyles & Polhamus.....	*20,700 00
Judd Sperm Oil Co.....	22,359 60
Alonzo A. Foster.....	25,200 00
William H. James.....	21,150 00
Manhattan Oil Co.....	21,105 00
Southard, Herbert & Co..	21,420 00
G. H. Creed.....	21,510 00
William A. Wheeler.....	23,130 00

Class No. 6, linseed oil and turpentine :

C. M. Clapp & Co.....	2,930 00
David Babcock.....	2,583 00
Alonzo A. Foster.....	2,636 00
John J. Bingham.....	*2,356 00
Manhattan Oil Co.....	2,733 00
William Miller.....	2,860 00
Clark & Pearson.....	2,722 00
William Porter & Sons...	3,226 00
G. H. Creed.....	2,880 00
William A. Wheeler.....	2,570 00

Class No. 8, leather belting, hose, &c. :

Hoyt Brothers.....	1,241 00
C. M. Clapp & Co.....	1,061 00
Josiah Gates & Sons....	1,072 00
John J. Bingham.....	*936 50

William Porter & Sons...	\$1,384 00
G. H. Creed.....	952 00
William A. Wheeler.....	1,061 00
Wheeler & Browning....	1,156 00

Class No. 9, tallow and soap :

David Babcock.....	*287 90
Alonzo A. Foster.....	325 75
John J. Bingham.....	313 00
William Miller.....	347 63
Southard, Herbert & Co..	475 00
G. H. Creed.....	319 50
William A. Wheeler.....	344 50
Wheeler & Browning....	480 50

Class No. 10, engineers' stores :

Alonzo A. Foster.....	*9,650 97
John J. Bingham.....	10,468 15
William Porter & Sons...	12,848 59
William A. Wheeler.....	11,455 85
G. H. Creed.....	10,489 95
Wheeler & Browning....	13,017 85

Class No. 11, engineers' tools :

Alonzo A. Foster.....	*2,906 75
G. H. Creed.....	4,001 10
William A. Wheeler.....	3,042 65

Class No. 12, engineers' instruments :

John Ashcroft.....	3,011 00
American Steam Gauge Co.	2,792 50
Alonzo A. Foster.....	5,735 00
John J. Bingham.....	*2,775 00
William Porter & Sons...	8,340 00
G. H. Creed.....	3,326 00
William A. Wheeler.....	3,297 50
Wheeler & Browning....	3,166 00

Class No. 14, wrought-iron pipes, valves, &c. :

John Ashcroft.....	16,740 97
Jas. J. & C. C. Walworth	12,150 00
Alonzo A. Foster.....	14,146 50
John J. Bingham.....	10,226 20
Felix Campbell.....	*9,742 00
G. H. Creed.....	12,865 50
William A. Wheeler.....	13,266 00

Class No. 16, steel :

David Babcock.....	9,824 70
Miller, Barr & Parkin....	9,063 30
Park Brother & Co.....	9,157 80
Alonzo A. Foster.....	8,875 00
John J. Bingham.....	9,078 00
James Horner.....	*8,570 00
William H. James.....	9,336 95
G. H. Creed.....	8,841 00
William A. Wheeler.....	8,829 50
Wheeler & Browning....	9,091 50

* Accepted.

† Informal.

Class No. 17, iron nails, bolts,
nuts, &c. :

Pollock & Van Wagner..	\$20,302 25
Alonzo A. Foster.....	15,217 25
John J. Bingham.....	14,632 00
G. H. Creed.....	*14,340 00
William A. Wheeler.....	15,694 00

Class No 13, copper :

Alonzo A. Foster.....	11,130 10
John J. Bingham.....	*10,595 14
Balt. & Cuba Smelting & Mining Co.....	10,733 39
William Porter & Sons...	12,086 15
G. H. Creed.....	10,822 05
William A. Wheeler.....	11,045 40
Wheeler & Browning....	13,064 00

Class No. 19, tin, lead, zinc, &c.:

C. M. Clapp & Co.....	1,539 37½
David Babcock.....	1,602 00
Alonzo A. Foster.....	*1,485 50
John J. Bingham.....	1,513 42
William Porter & Sons...	1,847 25
G. H. Creed.....	1,590 50
William A. Wheeler.....	1,585 00
Wheeler & Browning....	1,585 00

Class No. 22, colored paints,
dryers, &c. :

David Babcock.....	1,149 55
Alonzo A. Foster.....	1,073 12
John J. Bingham.....	*1,030 85
William Miller.....	1,193 00
Clark & Pearson.....	1,987 37½
G. H. Creed.....	1,146 20
William A. Wheeler.....	1,311 35
Wheeler & Browning....	1,515 25

Class No. 23, stationery :

J. M. Whittemore & Co..	3,919 62
Sackett & Mackay.....	3,486 52
Cutter, Tower & Co.....	3,091 65
W. C. Rogers & Co.....	3,026 68
William H. Arthur & Co.	*2,869 97
William A. Wheeler.....	3,072 50

Class No. 25, hickory and ash
plank and butts :

Watson & Pittinger.....	*1,800 00
William A. Wheeler.....	2,350 00

Class No. 26, white pine :

Joseph W. Duryee.....	*2,805 00
David Babcock.....	4,080 00
John J. Bingham.....	3,305 00
Watson & Pittinger.....	3,072 00
S. P. Brown & Son.....	3,750 00
William A. Wheeler.....	4,845 00

Class No. 27, black walnut,
cherry, &c. :

Joseph W. Duryee.....	*207 00
John J. Bingham.....	277 50
Watson & Pittinger.....	270 00
William A. Wheeler.....	600 00

Class No. 29, lanterns, &c. :

Alonzo A. Foster.....	\$160 00
William Porter & Sons...	*95 00
G. H. Creed.....	110 00
William A. Wheeler.....	96 00

Class No. 32, sour flour, cruci-
bles, &c.:

David Babcock.....	4,749 00
Alonzo A. Foster.....	4,108 00
John J. Bingham.....	*3,213 50
William Porter & Sons...	9,930 50
G. H. Creed.....	3,657 50
William A. Wheeler.....	4,947 40
Wheeler & Browning....	7,998 00

Class No. 34, cotton and hemp
packing, &c.:

Alonzo A. Foster.....	125 00
John J. Bingham.....	*112 50
William Porter & Sons...	162 50
G. H. Creed.....	150 00
William A. Wheeler.....	150 00

Class No. 35, anthracite coal:

Albert R. Bass.....	7,140 00
Felt & German.....	8,970 00
Tyler & Co.....	*7,096 00
Lewis W. Heil.....	7,956 00
S. P. Brown & Son.....	8,280 00
William A. Wheeler.....	7,162 00

Class No. 36, bituminous coal :

Albert R. Bass.....	5,152 00
Felt & German.....	5,976 00
Tyler & Co.....	*4,776 00
Lewis W. Heil.....	5,336 00
S. P. Brown & Son.....	5,184 00
John B. Turton.....	5,400 00
William A. Wheeler.....	5,016 00

Class No. 37, sand, lime, &c.:

David Babcock.....	*2,856 00
William H. James.....	3,161 50
G. H. Creed.....	4,317 00
William A. Wheeler.....	7,667 50

Class No. 38, brick :

David Babcock.....	*1,715 00
Watson & Pittinger.....	3,405 00
William A. Wheeler.....	2,420 00

Class No. 39, files :

Alonzo A. Foster.....	*3,927 83
John J. Bingham.....	4,173 68
James Horner.....	4,534 93
Clark & Pearson.....	7,184 57
G. H. Creed.....	4,190 95
William A. Wheeler.....	4,851 55
Wheeler & Browning....	6,222 25

Class No. 40, charcoal :

Alonzo A. Foster.....	1,498 50
John J. Bingham.....	*1,221 00
Watson & Pittinger.....	1,942 50
Clark & Pearson.....	1,387 50
William Porter & Sons...	1,831 50
G. H. Creed.....	1,387 50
William A. Wheeler.....	1,332 00

* Accepted.

Schedule of proposals for materials for the navy yard at Philadelphia, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 1, boiler iron and rivets:

Paul J. Field.....	\$6,102 50
Alonzo A. Foster	5,295 00
John J. Bingham	5,242 95
William Porter & Sons...	6,540 00
Joseph L. Savage	5,320 00
William A. Wheeler.....	*5,062 50
Wheeler & Browning....	5,762 50

Class No. 2, pig iron:

James M. Shaw.....	2,795 00
Francis H. Smith.....	2,350 00
Paul J. Field.....	2,450 00
John J. Bingham.....	2,297 00
William Porter & Sons...	2,350 00
Joseph L. Savage.....	*2,100 00
William A. Wheeler.....	2,495 00
Wheeler & Browning....	2,250 00

Class No. 6, linseed oil and turpentine:

David Babcock.....	140 00
John J. Bingham.....	160 00
Manhattan Oil Co.	169 20
Clark & Pearson.....	180 00
William Porter & Sons...	189 60
Joseph L. Savage.....	156 00
William A. Wheeler.....	*120 00
Wheeler & Browning....	180 00

Class No. 8, leather, belting, hose, &c.:

Hoyt Brother.....	166 00
C. M. Clapp & Co.....	161 50
Josiah Gates & Son.....	*152 25
Paul J. Field.....	183 25
John J. Bingham.....	162 25
William Porter & Sons...	207 75
Joseph L. Savage.....	158 50
William A. Wheeler.....	168 75
Wheeler & Browning....	183 75

Class No. 10, engineers' stores:

Alonzo A. Foster	362 50
John J. Bingham.....	*302 80
William Porter & Sons...	354 75
Joseph L. Savage.....	340 00
William A. Wheeler.....	308 00
Wheeler & Browning....	559 50

Class No. 11, engineers' tools:

Alonzo A. Foster.....	*524 00
Joseph L. Savage.....	613 90
William A. Wheeler.....	770 60
Wheeler & Browning....	555 50

Class No. 12, engineers' instruments:

American Steam Gauge Co	72 00
William Porter & Sons...	99 00

Joseph L. Savage.....	\$150 00
William A. Wheeler.....	135 00
Wheeler & Browning....	*30 00

Class No. 16, steel:

David Babcock.....	135 00
Paul J. Field.....	165 75
Alonzo A. Foster	141 50
John J. Bingham.....	124 00
Joseph L. Savage.....	175 00
William A. Wheeler.....	*122 00
Wheeler & Browning....	130 00

Class No. 17, iron nails, bolts, nuts, &c.:

Paul J. Field.....	230 60
Alonzo A. Foster	205 72
William Porter & Sons...	*231 60
Joseph L. Savage.....	189 70
William A. Wheeler.....	210 30
Wheeler & Browning....	226 30

Class No. 18, copper:

Alonzo A. Foster	1,034 50
John J. Bingham.....	*881 54
Baltimore and Cuba Smelting and Mining Company	898 75
William Porter & Sons...	979 25
Joseph L. Savage.....	934 00
William A. Wheeler.....	965 75
Wheeler & Browning....	1,277 50

Class No. 19, tin, lead, zinc, &c.:

David Babcock.....	2,972 50
Paul J. Field.....	3,350 00
Alonzo A. Foster.....	2,910 00
John J. Bingham.....	2,993 00
William Porter & Sons...	3,307 50
Joseph L. Savage.....	*2,890 00
William A. Wheeler.....	3,130 00
Wheeler & Browning....	3,255 00

Class No. 20, white lead:

David Babcock.....	140 00
Alonzo A. Foster.....	*135 00
John J. Bingham.....	154 00
Clark & Pearson.....	160 00
William Porter & Sons...	157 50
Joseph L. Savage.....	150 00
William A. Wheeler.....	145 00
Wheeler & Browning....	160 00

Class No. 22, colored paints, dryers, &c.:

David Babcock.....	213 29
John J. Bingham.....	*199 80
Clark & Pearson.....	307 43 1/2
Joseph L. Savage.....	245 00
William A. Wheeler.....	245 28
Wheeler & Browning....	328 37

* Accepted.

Class No. 23, stationary:		Alonzo A. Foster.....	*\$700 00
	Ferdinand Foster.....	John J. Bingham.....	744 50
	W. C. Rogers & Co.....	William Porter & Sons...	1,300 00
	Cutter, Tower & Co.....	Joseph L. Savage.....	950 00
	William H. Arthur & Co..	William A. Wheeler.....	1,000 00
	William A. Wheeler.....	Wheeler & Browning....	1,000 00
Class No. 26, white pine:		Class No. 35, anthracite coal:	
	Joseph W. Duryee.....	Albert R. Bass.....	*3,340 00
	Watson & Pittinger.....	Tyler & Co.....	3,710 00
	William A. Wheeler.....	Lewis W. Hill.....	3,753 00
		William A. Wheeler.....	3,488 00
Class No. 27, black walnut, cherry, &c.:		Class No. 37, sand, lime, &c.:	
	Joseph W. Duryee.....	David Babcock.....	*495 00
	Watson & Pittinger.....	Paul J. Field.....	504 00
	William A. Wheeler.....	William H. James.....	2,626 50
		William A. Wheeler.....	736 00
Class No. 32, sour flour, crucibles, &c.:		Class No. 38, brick:	
	David Babcock.....	David Babcock.....	280 00
	Paul J. Field.....	Paul J. Field.....	*260 00
	Alonzo A. Foster.....	Watson & Pittinger.....	600 00
	John J. Bingham.....	William A. Wheeler.....	320 00
	William Porter & Sons...	Class No. 39, files:	
	Joseph L. Savage.....	Alonzo A. Foster.....	900 36
	William A. Wheeler.....	John J. Bingham.....	*882 49
	Wheeler & Browning....	Clark & Pearson.....	1,551 92
		Joseph L. Savage.....	909 56
		William A. Wheeler.....	1,001 51
		Wheeler & Browning....	1,256 12
Class No. 34, cotton and hemp packing, &c.:			
	David Babcock.....		
	Paul J. Field.....		

Schedule of proposals for materials for the navy yard at Washington, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 1, boiler iron and rivets:		Joseph L. Savage.....	\$1,980 00
	John J. Bingham.....	William A. Wheeler.....	2,150 00
	William Porter & Sons...	Class No. 4, gum packing, rubber hose, &c.:	
	Joseph L. Savage.....	Richard Levick.....	3,550 00
	William A. Wheeler.....	C. M. Clapp & Co.....	3,510 00
	Wheeler & Browning....	John J. Bingham.....	3,332 50
Class No. 2, pig iron:		Joseph L. Savage.....	*3,200 00
	James M. Shaw.....	William A. Wheeler.....	4,537 50
	Samuel Noble.....	Wheeler & Browning....	6,312 50
	Francis H. Smith.....	Class No. 5, sperm oil:	
	John J. Bingham.....	James M. Shaw.....	18,480 00
	William Porter & Sons...	David Babcock.....	19,460 00
	Joseph L. Savage.....	Lyles & Polhamus.....	16,870 00
	William A. Wheeler.....	Judd Sperm Oil Co.....	17,390 80
	Wheeler & Browning....	Alonzo A. Foster.....	19,600 00
Class No. 3, boiler felting:		William H. James.....	16,660 00
	George Adams.....	Manhattan Oil Co.....	16,590 00
	John J. Bingham.....	Southard, Herbert & Co..	17,000 00
		Joseph L. Savage.....	*16,310 00

* Accept'

William A. Wheeler..... \$16,130 00
 Wheeler & Browning.... 21,000 00

Class No. 6, linseed oil and turpentine:

George Adams..... 1,787 00
 James M Shaw..... 2,063 20
 David Babcock..... 1,590 40
 Alonzo A. Foster..... *1,566 00
 John J. Bingham..... 1,670 00
 Manhattan Oil Co..... 1,712 20
 Clark & Pearson..... 1,793 00
 William Porter & Sons... 1,923 00
 Joseph L. Savage..... 1,616 00
 William A. Wheeler..... 1,651 00
 Wheeler & Browning.... 1,995 00

Class No. 8, leather belting, hose, &c.:

Hoyt Brothers..... 1,240 00
 C. M. Clapp & Co..... 1,425 00
 Josiah Gates & Son..... *1,150 00
 Alonzo A. Foster..... 1,180 00
 William Porter & Sons... 1,325 00
 Joseph L. Savage..... 1,180 00
 William A. Wheeler..... 1,270 00
 Wheeler & Browning.... 1,380 00

Class No. 9, tallow and soap:

George Adams..... 180 00
 David Babcock..... 143 00
 Alonzo A. Foster..... *137 00
 John J. Bingham..... 164 00
 Southard, Herbert & Co.. 162 00
 Joseph L. Savage..... 160 00
 William A. Wheeler..... 187 00
 Wheeler & Browning.... 232 00

Class No. 10, engineers' stores:

Alonzo A. Foster..... 5,267 77
 John J. Bingham..... *4,551 47
 William Porter & Sons... †3,933 65
 Joseph L. Savage..... 5,208 05
 William A. Wheeler..... 5,565 10
 Wheeler & Browning.... 6,432 25

Class No. 11, engineers' tools:

Alonzo A. Foster..... 4,727 00
 Joseph L. Savage..... *3,779 25
 William A. Wheeler..... 4,525 25
 Wheeler & Browning.... 4,549 75

Class No. 12, engineers' instruments:

American Steam Gauge Co. *2,732 40
 John J. Bingham..... 3,892 00
 William Porter & Sons... 9,338 00
 Joseph L. Savage..... 3,297 75
 William A. Wheeler..... 4,299 50
 Wheeler & Browning.... 4,397 00

Class No. 13, machinery:

Pratt, Whitney & Co..... †—————
 G. & C. Place..... *1,745 00

Joseph L. Savage..... \$1,825 00
 William A. Wheeler..... 1,850 00

Class No. 14, wrought-iron pipe, valves, &c.:

John Ashcroft..... 5,114 99
 Jas. J. & C. C. Walworth 3,603 71
 John J. Bingham..... 3,788 05
 Francis McGhan..... *3,219 94
 Joseph L. Savage..... 4,066 24
 William A. Wheeler..... 3,839 93
 Wheeler & Browning.... 5,972 09

Class No. 15, brass and copper tubes:

Columbian Metal Works.. 7,375 00
 American Tube Works.... 6,350 00
 Alonzo A. Foster..... \$5,750 00
 Joseph L. Savage..... 6,000 00
 William A. Wheeler..... 6,425 00
 Wheeler & Browning.... 8,900 00

Class No. 16, steel:

David Babcock..... 3,840 00
 Park, Brothers & Co..... *3,480 00
 Alonzo A. Foster..... 3,575 00
 John J. Bingham..... 3,870 00
 Joseph L. Savage..... 3,520 00
 William A. Wheeler..... 3,540 00
 Wheeler & Browning.... 3,740 00

Class No. 17, iron, nails, bolts, nuts, &c.:

Alonzo A. Foster..... 4,043 00
 John J. Bingham..... 4,095 75
 Joseph L. Savage..... *3,635 50
 William A. Wheeler..... 4,812 50
 Wheeler & Browning.... 6,327 50

Class No. 18, copper:

James Shaw..... 14,000 00
 Alonzo A. Foster..... 13,500 00
 John J. Bingham..... 13,200 00
 Baltimore and Cuba Smelting and Mining Co..... 12,490 00
 Clark & Pearson..... 14,500 00
 Joseph L. Savage..... †12,450 00
 William A. Wheeler..... 12,450 00
 Wheeler & Browning.... 14,000 00

Class No. 19, tin, lead, zinc, &c.:

David Babcock..... 2,174 00
 Alonzo A. Foster..... *2,020 50
 John J. Bingham..... 2,268 00
 William Porter & Sons... 2,439 00
 Joseph L. Savage..... 2,110 00
 William A. Wheeler..... 2,244 00
 Wheeler & Browning.... 2,342 00

Class No. 20, white lead:

David Babcock..... 1,475 00
 Alonzo A. Foster..... *1,350 00

* Accepted. † Informal; bid for part of class only. ‡ Informal.
 § No award of class. †† Awarded by lot.

John J. Bingham.....	\$1,571 00	Class No. 28, mahogany and white holly:	
Clark & Pearson.....	1,600 00		
William Porter & Sons...	1,600 00		
Joseph L. Savage.....	1,475 00	Joseph W. Duryee	*\$195 00
William A. Wheeler.....	1,450 00	Watson & Pittinger.....	310 00
Wheeler & Browning.....	1,600 00	William A. Wheeler.....	400 00
Class No. 21, zinc paint:		Class No. 29, lanterns, &c.:	
David Babcock.....	855 00	Alonzo A. Foster	562 50
Alonzo A. Foster.....	*720 00	William Porter & Sons...	135 00
John J. Bingham.....	810 00	Joseph L. Savage.....	135 00
Clark & Pearson.....	780 00	William A. Wheeler.....	*115 00
William Porter & Sons...	900 00	Wheeler & Browning....	200 00
Joseph L. Savage.....	780 00	Class No. 31, hydraulic jacks, &c.:	
William A. Wheeler.....	750 00	Alonzo A. Foster.....	1,570 00
Wheeler & Browning....	840 00	John J. Bingham.....	*1,510 00
Class No. 22, colored paints, dryers, &c.:		Joseph L. Savage.....	1,806 00
David Babcock.....	*1,833 64	William A. Wheeler.....	1,528 00
Alonzo A. Foster.....	1,865 50	Wheeler & Browning....	3,480 00
John J. Bingham.....	2,104 25	Class No. 32, sour flour, cruci- bles, &c.:	
Clark & Pearson.....	2,867 40	David Babcock.....	258 00
Joseph L. Savage.....	2,106 25	Alonzo A. Foster.....	220 00
William A. Wheeler.....	1,888 75	John J. Bingham.....	*137 60
Wheeler & Browning....	2,581 00	William Porter & Sons...	324 00
Class No. 23, stationery:		Joseph L. Savage.....	209 00
W. C. Rogers & Co.....	*2,037 95	William A. Wheeler.....	213 00
Cutter, Tower & Co.....	2,300 70	Wheeler & Browning....	356 00
William H. Arthur & Co..	2,603 30	Class No. 34, cotton and hemp packing, &c.:	
Blanchard & Mohun	2,421 90	David Babcock.....	660 00
William A. Wheeler.....	2,528 75	Alonzo A. Foster.....	690 00
Class No. 24, firewood:		John J. Bingham.....	*587 00
John J. Bingham.....	3,296 00	Joseph L. Savage.....	670 00
Watson & Pittinger.....	2,780 00	William A. Wheeler.....	747 50
Clark & Pearson.....	3,200 00	Wheeler & Browning....	700 00
William A. Wheeler.....	3,196 00	Class No. 35, anthracite coal:	
Wheeler & Browning....	*2,600 00	Albert R. Bass.....	13,805 00
Class No. 25, hickory and ash plank, and butts:		Tyler & Co.....	14,296 25
Watson & Pittinger.....	900 00	Lewis W. Hiel.....	15,433 75
S. P. Brown & Son.....	*650 00	S. P. Brown & Son.....	14,342 75
William A. Wheeler.....	750 00	John B. Turton.....	14,068 75
Class No. 26, white pine:		William A. Wheeler.....	*13,656 75
Joseph W. Duryee.....	*2,354 00	Class No. 36, bituminous coal:	
Evans & Teemyer.....	3,240 00	Lewis W. Hiel.....	16,200 00
Watson & Pittinger.....	3,645 00	William H. James.....	14,145 00
S. P. Brown & Son.....	2,969 00	S. P. Brown & Son.....	*13,110 00
William A. Wheeler.....	3,895 00	John B. Turton.....	13,140 00
Class No. 27, black walnut, cherry, &c.:		William A. Wheeler.....	14,910 00
Joseph W. Duryee.....	*552 00	Class No. 37, sand, lime, &c.:	
Watson & Pittinger.....	1,200 00	David Babcock.....	1,842 50
S. P. Brown & Son.....	1,070 00	S. P. Brown & Son.....	*790 00
William A. Wheeler.....	1,600 00	William A. Wheeler.....	1,412 50

* Accepted.

Class No. 38, brick:

David Babcock.....	\$1,500 00
Watson & Pittinger.....	400 00
S. P. Brown & Son.....	*240 00
William A. Wheeler.....	650 00

Class No. 39, files:

Alonzo A. Foster.....	3,810 41
John J. Bingham.....	3,984 19
Clark & Pearson.....	6,187 50
Joseph L. Savage.....	*3,798 70
William A. Wheeler.....	4,138 36
Wheeler & Browning....	5,659 00

Class No. 40, charcoal:

Alonzo A. Foster.....	\$590 00
Watson & Pittinger.....	400 00
P. W. Dorsey.....	260 00
Clark & Pearson.....	320 00
William Porter & Sons...	800 00
William A. Wheeler.....	540 00
Wheeler & Browning....	*250 00

Class No. 41, iron tubes:

Flagler & Brothers.....	†
Alonzo A. Foster.....	5,000 00
John J. Bingham.....	3,394 00
Joseph L. Savage.....	4,200 00
William A. Wheeler.....	*3,150 00
Wheeler & Browning....	11,000 00

Schedule of proposals for materials for the navy yard at Norfolk, made under the advertisement of the Bureau of Steam Engineering of June 11, 1867.

Class No. 5, sperm oil:

James M. Shaw.....	\$2,184 00
David Babcock.....	2,240 00
Judd Sperm Oil Co.....	1,967 52
Alonzo A. Foster.....	2,200 00
William H James.....	1,984 00
Manhattan Oil Co.....	1,976 00
Southard, Herbert & Co..	1,992 00
Joseph L. Savage.....	*1,912 00
William A. Wheeler.....	2,096 00
Wheeler & Browning....	2,400 00

Class No. 8, leather belting, hose, &c.:

Hoyt Brothers.....	2,308 00
C. M. Clapp & Co.....	2,314 00
Josiah Gates & Son.....	*2,139 00
James R. Pugh.....	2,520 00
John J. Bingham.....	2,233 00
Taylor, Martin & Co....	2,312 00
William Porter & Sons...	2,876 00
Joseph L. Savage.....	2,229 00
William A. Wheeler.....	2,190 00
Wheeler & Browning....	2,370 00

Class No. 10, engineers' stores:

Alonzo A. Foster.....	*932 53
John J. Bingham.....	1,024 69
William Porter & Sons...	1,024 22
William A. Wheeler.....	1,027 07
Wheeler & Browning....	1,241 60

Class No. 11, engineers' tools:

Alonzo A. Foster.....	681 63
Taylor, Martin & Co.....	633 05
Joseph L. Savage.....	*563 15
William A. Wheeler.....	706 82
Wheeler & Browning....	720 75

* Accepted.

Class No. 16, steel:

David Babcock.....	\$673 00
Park, Brother & Co.....	552 37
Alonzo A. Foster.....	567 75
John J. Bingham.....	611 00
Taylor, Martin & Co.....	592 00
Joseph L. Savage.....	572 00
William A. Wheeler.....	579 50
Wheeler & Browning....	*549 00

Class No. 17, iron, nails, bolts, nuts, &c.:

Alonzo A. Foster.....	1,441 73
John J. Bingham.....	1,353 81
Taylor, Martin & Co.....	1,706 07
Joseph L. Savage.....	*1,335 05
William A. Wheeler.....	1,484 04
Wheeler & Browning....	1,704 87

Class No. 18, copper:

Alonzo A. Foster.....	205 50
John J. Bingham.....	205 50
Taylor, Martin & Co.....	*191 50
William Porter & Sons...	206 50
Joseph L. Savage.....	210 00
William A. Wheeler.....	262 50
Wheeler & Browning....	245 00

Class No. 19 tin, lead, zinc, &c.:

David Babcock.....	120 00
Alonzo A. Foster.....	114 00
John J. Bingham.....	*103 40
Taylor, Martin & Co.....	150 00
William Porter & Sons...	129 00
Joseph L. Savage.....	114 00
William A. Wheeler.....	150 00
Wheeler & Browning....	108 00

† Informal.

Class No. 22, colored paints,
dryers, &c.:

David Babcock.....	*\$20 00
Bagwell & White.....	42 00
Alonzo A. Foster.....	27 75
John J. Bingham.....	28 25
Clark & Pearson.....	23 50
William Porter & Sons...	38 50
Joseph L. Savage.....	33 50
William A. Wheeler.....	32 00
Wheeler & Browning.....	55 00

Class No. 23, stationery:

W. C. Rodgers & Co.....	*246 70
Cutter, Tower & Co.....	395 20
William H. Arthur & Co..	462 90
William A. Wheeler.....	446 50

Class No. 24, firewood:

R. G. & William Neely ..	1375 00
David Babcock.....	750 00
John J. Bingham.....	375 00
Watson & Pittinger.....	431 25
Clark & Pearson.....	637 50
William Porter & Sons...	412 50
William A. Wheeler.....	562 50

Class No. 26, white pine:

Joseph W. Duryee.....	*1,100 00
R. J. & William Neely...	1,225 00
David Babcock.....	1,615 00
Evans & Teemyer.....	1,175 00
Watson & Pittinger.....	1,175 00
S. P. Brown & Son.....	1,299 00
William Porter & Sons...	1,572 50
William A. Wheeler.....	1,666 00

Class No. 27, black walnut,
cherry, &c.:

Joseph W. Duryee.....	*120 00
R. J. & William Neely...	150 00
Evans & Teemyer.....	135 00
Watson & Pittinger.....	225 00
S. P. Brown & Son.....	172 00
William Porter & Sons...	450 00
William A. Wheeler.....	180 00

Class No. 32, sour flour, cruci-
bles, &c.:

David Babcock.....	728 00
Alonzo A. Foster.....	*367 50

* Accepted.

John J. Bingham.....	\$488 50
Taylor, Martin & Co.....	700 00
William Porter & Sons...	643 75
Joseph L. Savage.....	591 00
William A. Wheeler.....	486 25

Class No. 35, anthracite coal:

Albert R. Bass.....	1,280 00
R. J. & William Neely...	1,390 00
Tyler & Co.....	*1,180 00
Lewis W. Heil.....	1,256 00
S. P. Brown & Son.....	1,228 00
John B. Turton.....	1,520 00
William Porter & Sons...	1,650 00
William A. Wheeler.....	1,354 00

Class No. 36, bituminous coal:

R. J. & William Neely...	6,740 00
Lewis W. Heil.....	5,960 00
William H. James.....	5,935 00
S. P. Brown & Son.....	*5,840 00
John B. Turton.....	5,900 00
William Porter & Sons...	7,500 00
William A. Wheeler.....	6,170 00

Class No. 37, sand, lime, &c.:

R. J. & William Neely...	1,200 00
David Babcock.....	1,300 00
William H. James.....	*900 00
William Porter & Sons...	1,200 00
William A. Wheeler.....	1,600 00

Class No. 39, files:

Alonzo A. Foster.....	2,258 60
John J. Bingham.....	2,396 35
Taylor, Martin & Co.....	2,400 23
Clark & Pearson.....	3,642 20
Joseph L. Savage.....	*2,229 83
William A. Wheeler.....	2,476 55
Wheeler & Browning.....	3,388 50

Class No. 40, charcoal:

Taylor, Martin & Co.....	750 00
Bagwell & White.....	562 50
Alonzo A. Foster.....	450 00
Watson & Pittinger.....	525 00
S. P. Brown & Son.....	285 00
Clark & Pearson.....	450 00
William Porter & Sons...	525 00
William A. Wheeler.....	420 00
Wheeler & Browning.....	*180 00

† Awarded by lot.

Opened July 10 and 11, 1867, in presence of—

B. F. ISHERWOOD, *Chief of Bureau.*
 WILLIAM H. ALLYN, *Chief Clerk.*
 WILLIAM H. H. SMITH, *Clerk.*

BUREAU OF PROVISIONS AND CLOTHING.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,

October 23, 1867.

SIR: In compliance with your instructions, I have the honor to submit estimates and statements, marked A to H inclusive. During the last year the operations of the bureau have been conducted with the greatest economy consistent with the efficient management of its concerns.

The large stock of stores on hand at the close of the war has been reduced to a standard sufficient only to meet the current wants of the service, and the final accounts of the great number of naval pay-officers who were temporarily employed have been settled. In accomplishing these results the bureau has been ably and zealously seconded by its own clerks, by the paymasters and inspectors of provision and clothing at the various stations, and by the clerks of those officers.

PAYMASTERS' CLERKS.

In this connection I beg leave respectfully to call your attention to the compensation of clerks to paymasters and inspectors at navy yards and stations. Their pay is manifestly too small for the laborious and responsible duties performed by them; and this is made the more striking by the fact that other clerks and writers at the same naval stations—with duties not more arduous nor responsible—receive much higher pay. Thus, at the Kittery, Gosport, and Pensacola yards, the clerks of paymasters and inspectors receive but \$1,000 per annum, while at the same yards the pay of first clerks to commandants and of first clerks to storekeepers is \$1,500.

Even the mustering clerks, the second clerks to commandants, and the clerks to constructing engineers receive \$1,200 each. At the largest yards the highest pay given to a paymaster's or inspector's clerk is \$1,200 per annum.

I earnestly recommend that the pay of clerks to paymasters at yards, and inspectors in charge of provisions, &c., be made equal to that allowed by law to first clerks to commandants and to clerks to storekeepers at the different yards.

RANK.

There appears to be a marked difference between the line officers of the army and navy in one point very essential to harmony in a military organization.

In the army there is no unwillingness on the part of the line to allow fair relative rank to staff officers, whilst in the navy there seems to be a traditional dread of granting any but the lower grades of rank to the staff.

In the navy, as heretofore, there exists the dissension which must always prevail so long as this illiberal spirit continues to show itself, and in the opinion of the staff, as well as in that of a few of the more liberal and leading spirits of the line, there will be no improvement in this regard until the well-tried army system shall be accepted in the navy.

CLOTHING.

As neat uniform clothing is requisite in the naval service, it is desirable to supply the sailors with it as cheaply as practicable, especially as their pay is much less than they would receive in the mercantile marine, where the absence of regulation enables them to clothe themselves at much less expense.

In the English and French navies, and in our own army, it is the custom to purchase the materials and make up a portion of the clothing used. In my opinion this practice might be gradually introduced into the naval service with much advantage.

No additional buildings would be required to test the benefits of this plan, as it could be carried out on a sufficiently large scale in rooms at navy yards which could be spared from other purposes; and the small expenditure for preparations could be made from the unexpended appropriation for clothing. The simplest comfortable outfit for a sailor's clothing and bedding costs him not less than \$85, which, with his cash advance, brings him heavily in debt and induces frequent desertions.

I would recommend that the usual advance of money now made to sailors on shipping be materially decreased, and that a portion, at least, of the first outfit required be supplied without charge.

COOPERAGE AT CHARLESTOWN.

A cooper's shop at the Charlestown navy yard is much needed.

The coopering at that yard is now carried on in the building where the valuable stores of provisions and clothing are inspected and kept. Aside from the inconvenience incident to the relinquishment of the room thus used, the stores are greatly endangered, and it is very desirable that a separate building be provided for a cooperage.

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

H. BRIDGE, *Chief of Bureau.*

Hon. GIDEON WELLES,
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 October 23, 1867.

- A.—Estimate of the expenses of the bureau.
- B.—Estimate of the bureau for provisions.
- C.—Estimate of the bureau for contingent.
- D.—Estimate of the bureau for the pay of officers and others at navy yards and shore stations.
- E.—Schedule of proposals received for clothing,
- F.—Schedule of proposals received for navy supplies.
- G.—Schedule of proposals received for fresh beef and vegetables.
- H.—Statement of contracts made by the bureau.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1869.

For the salary of one chief clerk.....	\$1,800 00
For the salary of one clerk of class four.....	1,800 00
For the salaries of three clerks of class three.....	4,800 00
For the salaries of six clerks of class two.....	8,400 00
For the salaries of three clerks of class one.....	3,600 00
For the salary of one messenger.....	1,000 00
For the salary of one laborer, (per act of Congress of July 23, 1866).....	720 00
	22,120 00

CONTINGENT.

For blank books, stationery, and miscellaneous items.....	1,500 00
	23,620 00
Appropriated for the fiscal year ending June 30, 1868.....	\$23,620 00
Asked to be appropriated for the fiscal year ending June 30, 1869.....	23,620 00
	23,620 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, 1869.

For provisions and expenses connected therewith, for commutation of rations, and water for ships \$3,200,000 00

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, 1869.

To meet the demands upon the bureau for freight and transportation of stores; for candles; for fuel; for interior alterations and fixtures in inspection buildings; for tools and repairing same at eight inspections; for special watchmen in same; for books and blanks, stationery; for furniture and repairs of same in offices of paymasters and inspectors; for telegrams and postage, tolls, car hire, and ferriage; for ice; and for incidental labor not chargeable to other appropriations..... \$200,000 00

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

D.

Estimate of the pay of officers and others under the cognizance of the Bureau of Provisions and Clothing, at navy yards and stations, for the fiscal year ending June 30, 1869.

KITTERY.

NAVAL.

For clerk to paymaster. (act of May 26, 1864) \$1,000 00
For amount submitted as increase of salary of clerk..... 500 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864) 1,000 00
For amount submitted as increase of salary of clerk..... 500 00
For receiver of provisions, clothing, and small stores..... 939 00

3,939 00

CHARLESTOWN.

NAVAL.

For clerk to paymaster, (act of May 26, 1864) \$1,200 00
For amount submitted as increase of salary of clerk..... 300 00
For two writers at three dollars per day 1,878 00
For one writer..... 750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864) 1,200 00
For amount submitted as increase of salary of clerk..... 300 00
For one receiver of provisions..... 939 00
For one receiver of clothing and small stores..... 939 00
For one assistant receiver of provisions..... 582 50
For one assistant receiver of clothing and small stores..... 582 50
For one writer 939 00

9,610 00

BROOKLYN.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,200 00
For amount submitted as increase of salary of clerk.....	300 00
For two writers, at \$939 each.....	1 878 00
For one writer	750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864)	1,200 00
For amount submitted as increase of salary of clerk.....	300 00
For one assistant inspector	1,252 00
For three writers, at \$939 each.....	2,817 00
For one assistant superintendent of mills.....	939 00

10,636 00

PHILADELPHIA.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,200 00
For amount submitted as increase of salary of clerk.....	300 00
For one writer.....	939 00
For one writer.....	750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864)	1,200 00
For amount submitted as increase of salary of clerk.....	500 00
For paymaster's assistant at Naval Asylum.....	1,000 00
For one writer	939 00

6,628 00

WASHINGTON.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,200 00
For amount submitted as increase of salary of clerk.....	300 00
For two writers, at \$939 each.....	1,878 00
For one writer	750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864)	1,000 00
For amount submitted as increase of salary of clerk.....	500 00

5,628 00

GOSPORT.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,000 00
For amount submitted as increase of salary of clerk	500 00
For one writer	939 00
For one writer	750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864)	1,000 00
For amount submitted as increase of salary of clerk.....	500 00
For one writer.....	939 00

5,628 00

PENSACOLA.

NAVAL.

For clerk to paymaster, (act of May 26, 1864)	\$1,000 00
For amount submitted as increase of salary of clerk.....	500 00
For one writer	750 00

CIVIL.

For clerk to inspector of provisions and clothing, (act of May 26, 1864)	1,000 00
For amount submitted as increase of salary of clerk.....	500 00
	3,750 00

MARE ISLAND.

NAVAL.

For clerk to paymaster and inspector of provisions and clothing, (act of July 14, 1862)	\$1,500 00
For one writer	750 00

CIVIL.

For one writer	1,095 50
	3,345 50

MOUND CITY.

NAVAL.

For clerk to paymaster, (act of May 26, 1864).....	\$1,000 00
For amount submitted as increase of salary of clerk.....	500 00

CIVIL.

For one writer.....	939 00
	2,439 00

RECAPITULATION.

Kittery	\$3,939 00
Charlestown	9,610 00
Brooklyn	10,636 00
Philadelphia	6,628 00
Washington	5,628 00
Gosport	5,628 00
Pennacola	3,750 00
Mare Island	3,345 50
Mound City.....	2,439 00
Total	51,603 50

H. BRIDGE, Chief of Bureau.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

E.

Schedule of proposals for clothing and clothing materials received under advertisement dated April 11, 1867.

Name.	Residence.	7,500 pairs blue satin trousers.
Charles Barnum.....	New York.....	\$3 16
William Mathews.....	do.....	* 2 72½
N. Kingsbury	Hartford, Connecticut.....	2 95

* Contract awarded.

Statement E.—Continued.

Schedule of proposals for clothing and clothing materials received under advertisement dated June 17, 1867.

Name.	Residence.	10,000 pairs blue satinet trousers.	10,000 blue flannel over- shirts.
William Mathews.....	New York	* \$2 77	* \$2 55
A. H. Willmont.....	do	3 78	2 96
Abraham Thorp.....	South Weare, N. H	3 93	

* Contract awarded.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

F.—Schedule of proposals for navy supplies received under the advertisement of the Bureau of Provisions and Clothing dated January 12, 1867; one-third of the quantities to be delivered at Boston and two-thirds at New York; bids received for one-fourth, one-half, three-fourths, or the whole of the quantities named.

Name.	Residence.		3,000 barrels beef, per barrel.		6,000 barrels pork, per barrel.		100,000 pounds rice, per pound.		100,000 pounds dried apples, per pound.		800,000 pounds sugar, per pound.	
	Boston.	New York.	Boston.	New York.	Boston.	New York.	Boston.	New York.	Boston.	New York.	Boston.	New York.
Stephen H. Provoost		New York.										
Henry Adams		do										
W. E. Griffin & McElhinney		Baltimore					.0875	.114	.114	.086	.086	
Farrington, Foster & Hall		Boston					.0875	.104	.104	.139	.139	
Badrish, Botune & Co	\$23 97	do	\$23 85				.0874	.104	.104	.149	.149	
George Adams		do										
do		do										
James W. Roberts		do										
N. Kingley & Son		do										
D. Paulier & Payson		do			94 47							
W. C. Bartlett		do										
J. C. Shaw		do										
William Macomber	23 69	do	183 39	94 40	94 90	94 40	.09	.139	.139	.099	.099	
Amos Haynes		do										
Worcester, Dupree & Co.		do			94 80	94 80						
Beave, Case & Co.		New York.										
Brinkerhoff & Mills		do										
Charles H. Stone		Boston							.149	.149		
Chandler & Robinson		do							.134	.134		
Hiram Slocum		New York.										
do		do	25 93	25 93	23 43	23 43			.134	.134	.14	
George W. Hayward		do	25 43	25 43	23 97	23 97						
Brungs, Oeberhaussen & Co.		Buffalo										
A. W. Fox		New York.										
Craig & Co.		Buffalo	94 87	194 47	25 67	25 67						
Jacob T. Alburger		New York.			94 25	94 25						
D. W. Fyphelmier & Co.		Philadelphia										
Era Wheeler & Co		Burlington, N. J.										
Henry Swift & Co		New York.										
do		do										
Allin & McDonald		do					.159	.124	.193	.193		
Mansson, Carroll & Co.		Baltimore										
Diamond & Lalley		New York.										
C. H. & G. S. Small		do			23 04	23 04	.114	.114	.134	.1409	.1409	
Ives, Beecher & Co.		do										

* Bid accepted for 1,000 barrels.

* Bid accepted.

F.—Schedule of proposals for navy supplies—Continued.

Name.	Residence.	40,000 pounds tea, per pound.		100,000 pounds coffee, per pound.		5,000 bushels beans, per bushel.		20,000 gallons molasses, per gallon.		20,000 gallons vinegar, per gallon.	
		Boston.	New York.	Boston.	New York.	Boston.	New York.	Boston.	New York.	Boston.	New York.
Stephen H. Provost	New York.									.32½	.30
Henry Adams	do								.88		
W. R. Griffith & McElhiney	Baltimore			.18½	.18½				.65	.38	.38
Farrington, Foster & Hall	Boston	.57	.57								
Baldwin, Botume & Co.	do		.71	.1689	.1689				*.59	.26½	.26½
George Adams	do	.76	.76			\$3.99	\$3.99				
do	do					4.19	4.19				
James W. Roberts	do					3.59	3.59			.34	.32½
N. Kingsley & Son	do										
D. Pulsifer & Payson	do										
W. C. Bartlett	do										
James M. Shaw	do	.59	.59	.20½	.20½				.97	*.23	*.23
William Macomber	do					3.69	3.69			.299	.349
Amos Haynes	do									.25	
Worcester, Dupree & Co.	do										
Reeve, Case & Co.	New York.	.55	.55	.19½	.19½						
Brinkerhoff & Mills	do	.91½	.91½								
Charles H. Stone	Boston					3.85	3.85				
Chandler & Robison	do					3.65	3.65				
Hiram Slocum	New York.										
do	do										
George W. Hayward	Buffalo										
Brunges, Oeberhausen & Co.	New York.									.3574	.3574
A. W. Fox	Buffalo										
Cragin & Co.	New York.										
Jacob T. Alburger	Philadelphia										.45
D. Wymphelmer & Co.	Burlington, N. J.		.92	.18½	.18½						
Era Wheeler & Co.	New York.		.51	*.1768	*.1768						
Henry Swift & Co.	do	.51	.51								
Allin & McDonald	do					3.43	3.43				
Munson, Carroll & Co.	Baltimore										
Dimond & Lalley	New York.	*.50675	*.49875	.1823	.17875				.91	.88	.88
C. H. & G. S. Small	do					*3.34	*3.34				
Ives, Beecher & Co.	do	.57	.57								

* Bid accepted.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

G.

Schedule of proposals for fresh beef and vegetables received by the Bureau of Provisions and Clothing during the fiscal year ending June 30, 1867.

Name.	Date of advertisement.	Where to be delivered.	Beef.	Vegetables.
	1866.		<i>Per pound.</i>	<i>Per pound.</i>
Wm. Jones.....	July 13	Pensacola, Fla.....	.16	.11
Philip Bennett.....	July 13	.....do.....	.15	.10
Quayle & Salter.....	July 13	.....do.....	.14½	.05
Wm. Y. Bell*.....	July 13	.....do.....	.13	.04
L. & J. Hauley*.....	July 16	New York.....	.139	.034
Peter Dunn.....	July 16	.....do.....	.1495	.042
Bradford & Garey.....	Oct. 10	Boston.....	.14½	.03
C. & J. Flanders*.....	Oct. 10	.....do.....	.14	.03
S. S. Boraef*.....	Dec. 18	Philadelphia.....	.07 ² / ₅	.026
A. R. Paul.....	Dec. 18	.....do.....	.08 ¹ / ₅	.03
	1867.			
Kimberly Bros.*.....	Jan. 7	Norfolk, Va.....	.12	.03
Nathan Baum.....	Jan. 7	.....do.....	.13	.05
J. T. Varnell*.....	Feb. 14	Washington.....	.0995	.025
J. H. Snyder.....	Feb. 14	.....do.....	.105	.025
Wm. Y. Bell*.....	April 20	Pensacola, Fla.....	.14	.03
C. Salter.....	April 20	.....do.....	.12	.05
Victor Esclapon.....	April 20	.....do.....	.14	.07½
Peter Dunn.....	April 24	New York.....	.15 ² / ₅	.04 ¹ / ₅
Cornelius Desmond.....	April 24	.....do.....	.14½	.04½
L. & J. Hauley*.....	April 24	.....do.....	.14 ³ / ₅	.03 ² / ₅
C. & J. Flanders*.....	May 11	Boston.....	.10½	.02
J. B. Severence.....	May 11	.....do.....	.12	.02
Bradford & Garey.....	May 11	.....do.....	.1347	.00 ² / ₅
Geo. W. Wells & Son.....	May 11	.....do.....	.13½	.02
F. H. Turner.....	May 11	.....do.....	.14	.02½

* Bid accepted.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

H.—Statement of contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, during the fiscal year ending June 30, 1867.

Name.	Date.	Articles contracted for.	Prices.	Where to be delivered.
Breckett & Keyes	July 2, 1866	50,000 lbs. fresh beef	\$0 06	San Francisco.
Do.	July 2, 1866	50,000 lbs. fresh vegetables	9	Do.
Joseph Holmes & Son.	July 5, 1866	40,000 lbs. fresh beef	13	Fortmouth, N. H.
Do.	July 5, 1866	40,000 lbs. fresh vegetables	9	Do.
R. Y. Phipps	July 30, 1866	200,000 yards blue flannel	78 75	New York.
Hall, Southwick & Co.	July 30, 1866	15,000 pairs calfskin shoes	2 37	Do.
L. & J. Hanley	July 31, 1866	200,000 lbs. fresh beef	13 9	Do.
Do.	July 31, 1866	200,000 lbs. fresh vegetables	3 4	Do.
J. N. Blake	Aug 1, 1866	20,000 blankets	3 24	Do.
Wm. Y. Bell	Aug 17, 1866	20,000 lbs. fresh beef	13	Pensacola, Fla.
Do.	Aug 17, 1866	20,000 lbs. fresh vegetables	4	Do.
C. & J. Flinders	Oct 30, 1866	100,000 lbs. fresh beef	14	Boston.
Do.	Oct 30, 1866	100,000 lbs. fresh vegetables	7 9	Do.
L. S. Borneof	Jan 8, 1867	100,000 lbs. fresh beef	2 6	Philadelphia.
Do.	Jan 8, 1867	100,000 lbs. fresh vegetables	19	Do.
Kimberly Brothers	Jan 28, 1867	50,000 lbs. fresh beef	3	Norfolk, Va.
Do.	Jan 28, 1867	50,000 lbs. fresh vegetables	5	Do.
James M. Shaw	Feb. 18, 1867	1,000 bbls. beef	23 59	New York
W. R. Griffith & McElhinney	Feb. 18, 1867	25,000 lbs. dried apples	10 5	New York and Boston.
Do.	Feb. 18, 1867	25,000 lbs. dried apples	11 5	Do.
Do.	Feb. 18, 1867	50,000 lbs. dried apples	19	Do.
Do.	Feb. 19, 1867	4,000 barrels pork	23 39	Do.
C. H. & G. S. Small	Feb. 19, 1867	5,000 bushels beans	3 34	New York and Boston.
Do.	Feb. 20, 1867	100,000 lbs. rice	6 74	Do.
George Adams	Feb. 20, 1867	20,000 gallons molasses	59	Do.
Do.	Feb. 20, 1867	20,000 barrels beef	22 97	Boston.
Baldwin, Botume & Co.	Feb. 21, 1867	2,000 barrels pork	22 85	Do.
Do.	Feb. 21, 1867	2,000 barrels beef	17 68	New York and Boston.
Henry Swift & Co.	Feb. 21, 1867	100,000 lbs. coffee	23	Do.
W. C. Bartlett	Feb. 21, 1867	20,000 gallons vinegar	24 47	New York.
Cragin & Co.	Feb. 26, 1867	4,000 lbs. tea	49 875	Do.
Dymond & Lalley	Feb. 26, 1867	28,572 lbs. tea	50 875	Boston.
Do.	Feb. 26, 1867	13,233 lbs. tea	9 85	Washington.
J. T. Varnell	Feb. 28, 1867	25,000 lbs. fresh beef	9 5	Do.
Do.	Feb. 28, 1867	25,000 lbs. fresh vegetables	8 6	New York and Boston.
Farrington, Foster & Hall	Mar. 7, 1867	200,000 lbs. fresh beef	14 9	New York.
L. & J. Hanley	May 7, 1867	200,000 lbs. fresh vegetables	3 9	Do.
Do.	May 7, 1867	7,500 pairs blue sailnet trousers	2 72 5	Do.
William Matthews	May 17, 1867	20,000 lbs. fresh beef	14	Pensacola, Fla.
William Y. Bell	May 22, 1867	20,000 lbs. fresh vegetables	3	Do.
Do.	May 22, 1867	20,000 lbs. fresh beef	10 25	Boston.
C. & J. Flinders	June 10, 1867	50,000 lbs. fresh beef	3	Do.
Do.	June 10, 1867	50,000 lbs. fresh vegetables	3	Do.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

BUREAU OF MEDICINE AND SURGERY.

NAVY DEPARTMENT, BUREAU OF MEDICINE AND SURGERY,

October 25, 1867.

SIR: In compliance with your instructions of the 15th August last, I have the honor to submit herewith estimates of the amount required for the Bureau of Medicine and Surgery for the fiscal year ending June 30, 1869.

The unexpended balances of the appropriations for "surgeons' necessaries and appliances," and for "contingent," are deemed sufficient for the probable wants of the navy for the period named; no additional appropriations under these heads are therefore necessary.

I submit tabular statements of sick, &c., compiled from the reports of sick from the different naval stations within the United States, and from vessels on home and foreign stations, for the year ending December 31, 1866.

I also append interesting tables, showing the number of sick of each squadron engaged on the blockade during the war, together with the total of each disease treated, number of deaths on the blockade during the rebellion, proportion of deaths to number of cases treated, proportion of deaths to number of ship's company, and proportion of sick to number of ship's company.

Statement of sick, compiled from reports of sick from the naval stations in the United States, and from vessels in commission on home and foreign stations, for the year ending December 31, 1866.

Hospitals.	Remaining sick December 31, 1866.	Admitted in 1866.	Discharged in 1866.	Died in 1866.	Total treated in 1866.	Remaining sick December 31, 1866.	Percentage of deaths to whole number of cases treated.
Chelsea	37	288	265	4	325	56	
New York	156	572	529	45	723	154	
Philadelphia	64	196	222	19	260	19	
Annapolis .....	.....	596	547	.....	596	49	
Washington	23	115	94	5	133	39	
Norfolk	37	158	166	2	195	27	
Port Royal .....	.....	3	3	.....	3	.....
Pensacola	53	297	323	14	380	43	
Total.....	400	2, 225	2, 149	89	2, 625	387	.0339

Statement of sick, &c.—Continued.

Receiving ships.	Average No. on board during the year 1866.	Remaining sick December 31, 1865.	Admitted in 1866.	Discharged in 1866.	Died in 1866.	Total treated in 1866.	Remaining sick December 31, 1866.	Percentage of deaths to whole number of cases treated.
Portsmouth, N. H.	126	5	166	167	.....	171	4	
Boston	384	7	392	332	1	399	16	
New York	781	14	671	663	6	685	16	
Philadelphia	390	11	192	193	4	203	6	
Baltimore	94	1	177	169	2	178	7	
Norfolk . . . . .	.....	5	216	214	.....	221	7	
Pensacola	203	.....	262	258	1	262	3	
Mound City, Ill.	35	7	119	114	2	126	10	
Mare Island, Cal.	72	.....	48	46	1	48	1	
Total	2,085	50	2,243	2,206	17	2,293	70	.06

Statement of sick, &c.—Continued.

Navy yards, &c.	Remaining sick Dec. 31, 1865.	Admitted in 1866.	Discharged in 1866.	Died in 1866.	Total treated in 1866.	Remaining sick Dec. 31, 1866.	Percentage of deaths to the whole number of cases treated.
Portsmouth, N. H.	10	416	410	.....	426	16	
Boston	2	328	322	2	330	6	
New York	9	408	405	1	417	11	
Philadelphia	4	234	232	1	238	5	
Washington	25	1,013	1,016	9	1,038	13	
Norfolk	1	268	260	1	269	8	
Mound City, Ill.	9	252	260	.....	261	1	
Mare Island, Cal.	16	164	153	7	180	20	
Naval Academy	8	999	1,004	3	1,007	.....
Naval Observatory	1	59	57	.....	60	3	
Bay Point, S. C. . . . .	.....	125	124	1	125	.....
Pensacola . . . . .	.....	13	13	.....	13	.....
Total	85	4,279	4,256	25	4,364	83	.067

Summary of vessels in commission at sea, 1866.

Average number on board during the year 1866.....	15, 108
Remaining sick December 31, 1865.....	318
Admitted in 1866.....	15, 603
Discharged in 1866.....	15, 343
Died in 1866.....	179
Total treated in 1866.....	15, 921
Remaining sick December 31, 1866.....	399
Proportion of cases to number of persons on board.....	1. 062
Proportion of deaths to number of persons on board.....	0. 011
Percentage of deaths to number of cases treated.....	0. 01

RECAPITULATION.

	Aggregate number of officers and men on board vessels in 1866.	Remaining sick December 31, 1865.	Admitted in 1866.	Discharged in 1866.	Died in 1866.	Total treated in 1866.	Remaining sick December 31, 1866.	Proportion of cases to number of persons on board.	Proportion of deaths to whole number of persons on board vessels.	Percentage of deaths to whole number of persons treated.
Hospitals		400	2, 225	2, 149	89	2, 625	387			. 0339
Navy yards, &c.....		85	4, 279	4, 256	25	4, 364	83			. 0087
Receiving ships.....	2, 085	50	2, 243	2, 206	17	2, 293	70	1. 05	. 008	. 007
Vessels in commission at sea	15, 108	318	15, 603	15, 343	179	15, 921	399	1. 06	. 012	. 011
Total.....	17, 193	853	24, 350	23, 954	310	25, 203	939	1. 46	. 018	. 012

At the close of the year 1865 there remained under treatment 853 cases; during the year 1866 there occurred 24,350 cases of disease, injury, &c., making a total of 25,203 cases treated during the year, of which number 310 died; 23,954 were returned to duty or discharged the service, leaving 939 cases under treatment at the end of the year 1866.

The average strength of the navy, (officers, seamen, marines, engineer service and coast survey included,) for the year 1866, as nearly as can be ascertained, was about 17,193.

The proportion of cases admitted to the whole number of persons in the service was about 1.46, or each person was on the sick-list $1\frac{46}{100}$ times during the year. The proportion of deaths to the whole number in the service was .018, and the percentage of deaths to whole number of cases is .012, or less than two per cent.

The total number of deaths from all causes reported at the Navy Department from October 1, 1866, to September 30, 1867, is 395.

Summary of prevalent forms of disease on foreign and home service for the year ending December 31, 1866.

Squadron.	Aggregate number of men.	Febrile disease.		Diseases of digestive system.		Diseases of respiratory system.		Diseases of circulating system.		Diseases of brain & nervous system.		Diseases of cutaneous and cellular system.	
		Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.
North Atlantic	2,423	834	24	404	1	242	9	23	101	1	274	1	
Gulf	1,352	807	9	6	6	129	5	16	41	1	116	1	
South Atlantic	1,404	113	3	256	6	124	3	17	28	2	159	2	
European	1,935	214	15	270	6	130	2	28	39	1	164	1	
North Pacific	2,249	311	5	225	2	185	3	13	53	1	227	1	
South Pacific	1,173	91	1	165	1	82	2	8	46	1	148	1	
Asiatic	1,407	226	5	737	8	284	6	12	71	2	310	2	
Special service	1,593	270	3	258	9	188	4	12	42	1	83	1	
School and practice ships	1,433	440	.....	747	1	377	2	14	52	1	140	1
Coast Survey	1,139	33	.....	15	.....	5	1	1	2	.....	3	.....
Total	15,108	3,339	65	3,415	40	1,746	37	150	475	9	1,643	2	

Summary of prevalent forms of disease on foreign and home service, &c.—Continued.

Squadron.	Aggregate number of men.	Diseases of fibrous, osseous, and muscular system.		Diseases of serous and absorbent system.		Diseases of genito-urinary organs.		Malignant diseases.		Diseases of the eye and ear.		Wounds and injuries.		Total.	
		Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.
North Atlantic	2,423	167	.....	8	1	164	.....	23	.....	50	.....	256	.....	2,546	36
Gulf	1,352	94	.....	.....	.....	97	.....	25	.....	38	.....	207	.....	1,908	83
South Atlantic	1,404	145	.....	.....	.....	132	.....	17	.....	28	.....	187	.....	1,200	16
European	1,935	130	.....	5	.....	219	.....	24	.....	31	.....	271	.....	1,545	27
North Pacific	2,249	198	.....	8	.....	229	.....	33	.....	45	.....	240	.....	1,797	16
South Pacific	1,173	65	.....	.....	.....	121	.....	14	.....	18	.....	130	.....	1,081	7
Asiatic	1,407	234	.....	3	.....	313	.....	44	.....	48	.....	293	.....	1,639	98
Special service	1,593	91	.....	3	.....	134	.....	24	.....	37	.....	124	.....	1,263	18
School and practice ships	1,433	139	.....	2	.....	73	.....	25	.....	44	.....	176	.....	2,229	7
Coast Survey	1,139	8	.....	1	.....	10	.....	3	.....	1	.....	9	.....	91	1
Total	15,108	1,901	.....	32	1	1,508	9	359	1	334	.....	1,669	15	15,991	179

The foregoing tabular statements are based upon the reports of sick from all naval stations and vessels during the year.

Reports of 117 vessels, with an aggregate of 15,108 officers and men, are on file in this office for the year 1866.

NAVAL LABORATORY.

The necessity for enlarging the laboratory accommodation continues to press itself upon the attention of the bureau.

In a recent communication upon the subject, the director of the naval laboratory observes: "The space supplied by the laboratory building is quite insufficient for the work required. The store-rooms are so stowed as to render it very difficult to get at the articles. The apparatus is crowded into a space too small for its proper working. The attic is filled with stores, and notwithstanding the large amount and bulk of supplies recently issued, we have on hand more than a thousand cubic feet of stores, which it is impossible to accommodate in the laboratory."

It should be borne in mind that when this establishment was originally organized the navy consisted of some forty (40) vessels, and perhaps about 8,000 men.

An unoccupied building attached to the naval hospital, New York, was found sufficient to accommodate the machinery, apparatus, manufacturing department, store-rooms, dispensing rooms, &c., &c.; but the great increase of the navy since that day makes more ample accommodations absolutely necessary.

It is found well nigh impossible to conduct properly the daily operations of the establishment within the present contracted limits. I have therefore again submitted an estimate for the construction of additional laboratory accommodations.

For current repairs of the establishment and appendages, purchase and repairs of machinery, furniture, &c., &c., there will be required \$2,500.

INSANE OF THE NAVY.

On the 30th September, 1866, there remained under treatment in the government asylum for the insane near this city, 6 officers, 1 marine, 4 seamen, 4 landsmen, and 3 beneficiaries—total.....	18
During the year ending September 30, 1867, there were admitted 1 officer, 1 petty officer, 2 marines, and 2 seamen—total.....	6
	—
Total number under treatment during the year.....	24
The discharges in the course of the year were, by recovery, 1 seaman and 1 landsman.....	2
By death, 1 officer, 1 seaman and 1 beneficiary.....	3
By improvement, 1 officer.....	1
	—
Total.....	6
Leaving in the institution on the 30th September, 1867, 5 officers, 1 petty officer, 3 marines, 4 seamen, 3 landsmen, and 2 beneficiaries—	
	—
Total.....	18
	==

NAVAL HOSPITAL FUND.

Naval hospitals are supplied exclusively from this fund, which is maintained by a monthly deduction of twenty (20) cents from the pay of officers, seamen and marines, the transfer of the pensions of such persons as commute their

pensions for support in the Naval Asylum, and of the cost price of the rations of sick subsisted in hospitals.

Its condition is represented as follows :

Balance on hand October 1, 1866.....	\$307, 672 26
Transferred to the fund by the Fourth Auditor, in settlement of accounts &c., from October 1, 1866, to October 1, 1867....	177, 867 58
Transferred to the fund on account of supplies from the naval laboratory to vessels and navy yards, from October 1, 1866, to October 1, 1867.....	22, 906 54
	<hr/>
	508, 446 38
Deduct amount expended from October 1, 1866, to October 1, 1867.....	110, 719 61
	<hr/>
Balance on hand October 1, 1867.....	<u>397, 726 77</u>

NAVAL HOSPITALS.

Portsmouth, N. H.—The sick quarters at this station continue to answer the immediate wants of the navy.

Chelsea, Mass.—During the past year a great deal of labor has been performed in and around this establishment. A substantial fence, about twelve hundred (1,200) feet in length, has been built on the northern side of the grounds. A new gate-house and porter's lodge, with necessary appurtenances, have been completed. A nursery has been laid out, and about three thousand five hundred (3,500) trees and shrubs have been set in. These have been procured from the adjacent country, and are intended to be used for avenues and hedges.

About eighteen (18) tons of hay have been cut from the place.

The crop of potatoes will not be far from one thousand (1,000) bushels, and the crop of the usual garden vegetables has been sufficient to supply the wants of the hospital and to feed the milch cows of the establishment during the winter.

The work of laying out a new cemetery, to take the place of the present inconvenient and unsightly burying ground, has been commenced.

The total number of sick treated during the year was 453; the daily average sick, $48\frac{7}{365}$.

For repairs and improvements of all kinds, including improving and cultivation of hospital farm and grounds; laying out cemetery; painting, glazing, and whitewashing; blacksmiths', plumbers', and masons' work; repairs on steam-heating apparatus and laundry, &c., &c., &c., there will be required \$11,000.

New York.—During the current year the grounds generally, including roads, paths, &c., &c., have been put in proper condition. The field formerly occupied as a gun-ground having been cleared of the stones used for gun-beds, the land was put under cultivation; and since the commencement of the year, from this source and from the kitchen garden, vegetables to the value of over two thousand dollars (\$2,000) have been used in the hospital.

The work of repairing the interior of the hospital, suspended during the war in consequence of the crowded state of the wards, was commenced as soon as the condition of affairs would permit.

All repairs of vital necessity in the first and second stories have already been accomplished. The plastering of the walls and ceilings has been thoroughly scraped and smoothed. On the first story the ceilings were calcimined, and the whole surface of the walls thoroughly painted. In the second story the passages and wards had their walls painted to the height of seven feet, and the rest calcimined with the ceilings.

The furniture has been thoroughly repaired, and one hundred and fifty new

iron bedsteads of improved structure were substituted for those that were old and worn out.

Most of the carpets, matting, and oil-cloths were condemned as utterly unfit for further use, and new ones substituted.

The water fixtures and gas pipes, which had fallen into decay, have been thoroughly repaired.

The boiler supplying the heating apparatus has been repaired, but is deemed by the State inspector unsafe for use after the coming winter.

The roof of the hospital requires complete repairs. The machinery of the laundry and drying room requires thorough overhauling, and many parts now worn should be replaced.

In the basement, the plastering, wood work, and floors are insecure and require repairs.

A great deal of paving requires resetting, and it is feared that the underground gas-pipes are rusted through in many places.

The cemetery will require a wall or strong fence two-thirds of its extent, now completely exposed to trespassers from the streets.

The total number of sick treated during the year 1866 was 1,187; the daily average sick, $167\frac{3}{8}$.

To complete repairs of obvious necessity, including roof, heating and laundry apparatus, plastering, wood work and floors of basement, pavements, painting, glazing, whitewashing, plumbers' work, &c., &c., &c., there will be required \$15,000.

Naval Asylum, Philadelphia.—The work on the new naval hospital, on the Naval Asylum grounds, continues to progress favorably, and there is every prospect of the building being ready for use by the 1st of April next.

The total number of sick treated during the year was 354; the daily average sick, $31\frac{3}{8}$.

For laying out the grounds; building stable, fence, and necessary outhouses; and for current repairs of all kinds, there will be required \$15,000.

Naval Academy, Annapolis, Md.—In my last annual report I had the honor of calling your attention to the insufficient accommodations for the sick at this institution, and stated that although the daily average sick was over fifty, (50,) yet the hospital crowded to its utmost capacity could receive but twelve (12) inmates. I urged that an appropriation be asked, wherewith to purchase a proper site, and erect a hospital for the present and probable future necessities of the institution. In calling your attention to this matter again, I beg to remind you of the urgent appeal made by the recent board of visitors in favor of early congressional action on behalf of the object indicated.

The board of visitors also recommended the employment of two or three practical dentists, to be permanently located at the academy, that the midshipmen who are unable to leave the institution might have their teeth properly cared for, and I cannot too earnestly indorse this recommendation.

Washington, D. C.—This establishment was opened on the 1st October last, and answers all the requirements of the navy on this station.

The total number of sick treated during the year was 181; the daily average sick, $17\frac{3}{8}$.

Norfolk, Va.—The following are the principal improvements and repairs that have been carried on at this station since my last report:

The road from the hospital to the bridge leading to Portsmouth has been filled up and graded; galleries have been repaired where rotted; several wards have been partially floored; hanging copper gutters have been put on outer eaves of wings of hospital and connected with tanks in rear of building; the hospital walls have been partially scraped and whitewashed; the garden walls have been repaired, and the flagging of basement has been re-laid; a brick refrigerator has been put up in the steward's store-room; a brick pavement has

been laid in front of the hospital, and from thence to front of surgeon's house; a new stable has been built; the stable-yard fence and shed has been removed to new stable and repaired; the boat-house, float, and part of the fences have been repaired.

The remaining fences require to be repaired. The bridge and bath-house, in front of surgeons' house, require repairing. The boat-house bridge and the main wharf and bridge, being thoroughly rotten, require to be replaced without delay. The pest-house rests on wooden posts, and requires to be underpinned with stone or brick.

For these and other necessary, incidental, and current repairs, the sum of \$7,500 is asked.

The total number of sick treated during the year was 268; the daily average sick, $20\frac{3}{8}$.

Pensacola, Fla.—Early in the month of August the yellow fever made its appearance at this station, and continued to rage with violence to the first of this month.

Doctor Abernethy, the surgeon in charge, makes the following return: Number of cases treated, 116; died, 18; cured or convalescent at date of report, 98.

Of those who died were one captain United States marine corps, one assistant surgeon, one second lieutenant United States marine corps, one apothecary, three corporals United States marine corps, one fifer United States marine corps, seven privates United States marine corps, one second-class fireman, one coal-heaver, one ship's cook.

It is my grateful duty to bring to the notice of the department the medical officers of the navy attached to this station, who, in time of general panic and excitement, continued faithfully and cheerfully at their posts, discharging, without a murmur, all the accumulated labor imposed by so violent an epidemic.

Surgeon J. J. Abernethy, Acting Assistant Surgeon T. M. Drummond, and Assistant Surgeon Augustus Theodore Piek were on duty at the commencement of the epidemic.

Acting Passed Assistant Surgeon N. L. Campbell, Passed Assistant Surgeon John D. Murphy, and Acting Passed Assistant Surgeon William Gale were added to the hospital staff, as the number of sick increased.

Of this number, Doctors Murphy and Piek, young officers of great promise and merit, unfortunately fell victims to the disease, and Doctors Campbell and Gale were seized with the fever soon after joining the station. At the last report they were, I am happy to say, convalescent.

The total number of sick treated during the year was 531; the daily average sick, $54\frac{1}{8}$.

Mare Island, Cal.—Congress has appropriated \$120,000 for the erection of a naval hospital at this place.

The civil engineer of the naval station, Mare island, California, has been furnished with tracings, and requested to execute the necessary plans, elevations, and sections, with specifications of material and workmanship, and forward them to this bureau. When received and approved, measures will be taken to commence the erection of the building without delay.

For furnishing the new building when completed, and for general outfit, there will be required \$10,000.

MEDICAL CORPS OF THE NAVY.

At this time there are forty-eight (48) vacancies in the medical corps of the navy, which it is almost impossible to fill properly.

These vacancies have existed ever since the close of the war, and so far as can reasonably be anticipated will not only continue to exist, but will be increased to such a degree as to endanger the integrity of this branch of the public service, unless steps are taken to prevent such a result.

The reasons for this condition are manifest and perfectly natural. Young gentlemen fitted by their ability and information to enter the medical corps are unwilling to join a body offering in return no adequate remuneration in pay, rank or promotion. Talent, skill and professional knowledge will seek their reward through the most speedy and desirable channels. So long as civil practice is more remunerative, and holds out greater inducements and quicker promotion, the medical man cannot be expected to subject himself to the discipline and hardships of the service; it might as well be expected by a political economist that a commodity would seek a market where there was no adequate demand for it. It is clear, that, unless some compensation is to be found in the emoluments and rank of the position, the medical man will not give up the comforts of a home and the freedom of civil duties to undergo the confinement and annoyances of sea-life.

As at present organized, the pay is altogether inadequate; and as to promotion, the staff corps of the navy have seen their more fortunate brethren of the line rapidly promoted for their services during the war, whilst they themselves have been left to such rewards as a good conscience and the honest and faithful discharge of their dangerous and important duties furnish.

These may be consolations to those who expected and deserved better things, but they are not inducements that will prevent the disintegration of this branch of the service. I therefore earnestly repeat that prompt legislation on the part of Congress is imperatively required, and I am sure that that body will not hesitate to follow any suggestions you may see fit to make, when they properly understand the present critical position of the medical department of the navy.

Since 1862, six grades of commissioned officers have been added to the line, whilst the medical corps stands as it stood forty years ago, its pay but slightly advanced, notwithstanding the enormous increase in the price of everything around us: its relative rank left far in the rear by the promotion of its brethren of the line.

Why the heroism and fidelity of its members during the great rebellion, which they so materially aided in bringing to a successful conclusion, should be thus repaid by the government, it is difficult to imagine.

Very respectfully, your obedient servant,

P. J. HORWITZ,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

RECAPITULATION OF ESTIMATES.

For support of the Bureau of Medicine and Surgery, (schedule A).....	\$12, 220
For pay of employes of hospitals and dispensaries of navy yards, (B).....	72, 365
For repairs and improvements of hospitals, (C).....	61, 000
For Naval Laboratory, (C).....	80, 000
Total	225, 585

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, 1869.

	Estimate of appropriations required for the service of the fiscal year ending June 30, 1869.	Appropriations for the fiscal year ending June 30, 1868.
For salary of chief of bureau, per act of July 5, 1862, Statutes at Large, 2d session 37th Congress, section 2, page 510.....	\$3,500 00	
For salary of assistant to bureau, per act of July 16, 1862, Statutes at Large, 2d session 37th Congress, section, 18, page 586.....	2,800 00	
For salary of one clerk, per act of July 23, 1866.....	1,800 00	
For salary of one clerk, per act of July 23, 1866.....	1,600 00	
For salary of messenger, per act of June 23, 1864, Statutes at Large, page 160, 1st session 38th Congress.....	1,000 00	
For salary of laborer, per act June 25, 1864, Statutes at Large, page 160, 1st session 38th Congress.....	720 00	
CONTINGENT EXPENSES.		
Blanks, stationery, and miscellaneous items.....	11,420 00	\$11,400 00
	800 00	800 00
Total.....	12,220 00	12,220 00

B.

Estimate of the pay of employes at naval hospitals and dispensaries of navy yards for the fiscal year ending June 30, 1869, included in the appropriation civil establishment Bureau of Medicine and Surgery.

HOSPITALS.

BOSTON, MASS.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	480
1 carpenter.....	360
1 chief cook.....	240
2 cooks, \$168 each.....	336
1 engineer.....	600
1 farmer.....	480
2 firemen, \$360 each.....	720
1 gardener.....	300
4 laborers, \$240 each.....	960
3 washers, \$168 each.....	504
1 matron.....	360
1 messenger.....	240
3 nurses, \$240 each.....	720
1 painter and glazier.....	360
1 gate-keeper.....	300
3 watchmen, \$360 each.....	1,080
Total.....	8,790

NEW YORK, N. Y.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	480
1 apothecary, third class.....	360
1 carpenter.....	600
1 chief cook.....	240
2 cooks, \$168 each.....	336
1 engineer.....	730
4 firemen, \$360 each.....	1,440
1 gardener and farmer.....	480
6 laborers, \$240 each.....	1,440
5 laundresses and chambermaids, \$144 each.....	720
1 matron.....	480
1 messenger.....	240
6 nurses, \$240 each.....	1,440
1 painter and glazier.....	360
1 porter, (main entrance gate-keeper).....	360
1 porter, (rear gate-keeper).....	240
1 watchman for general police duties.....	480
2 watchmen, \$300 each.....	600
1 ambulance driver and stable-keeper.....	360
Total.....	12,076

NAVAL LABORATORY.

NEW YORK, N. Y.

1 manufacturer.....	\$850
1 assistant manufacturer.....	500
1 chief packer.....	850
3 assistant packers, \$300 each.....	900
1 engineer.....	850
1 fireman.....	360
1 clerk.....	850
1 shipping porter.....	500
1 porter.....	350
Total.....	6,000

PHILADELPHIA, PA.

1 apothecary, first class.....	\$750
1 apothecary, third class.....	360
1 matron.....	360
1 carpenter.....	360
1 chief cook.....	240
2 assistant cooks, \$168 each.....	336
1 engineer.....	600
3 firemen, \$360 each.....	720
1 gardener.....	300
3 laborers, \$240 each.....	720
3 washers, \$168 each.....	504
1 messenger.....	240
3 nurses, \$240 each.....	720
1 gate-keeper.....	300
3 watchmen, \$360 each.....	1,080
Total.....	7,590

ANNAPOLIS, MD.

2 apothecaries, first class, \$750 each.....	\$1,500
2 nurses, \$180 each.....	360
1 messenger.....	240
1 laborer.....	150
1 washer.....	109
1 cook.....	150
Total.....	2,509

WASHINGTON, D. C.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	480
1 watchman for general police duties.....	920
4 nurses, \$240 each.....	460
1 laundress.....	144
2 cooks, \$168 each.....	436
3 laborers, \$144 each.....	132
1 messenger.....	344
3 washers, \$144 each.....	432
1 watchman.....	300
1 engineer.....	480
2 firemen, \$360 each.....	720
Total.....	<u>5,598</u>

NORFOLK, VA.

1 apothecary, first class.....	\$750
1 apothecary, third class.....	360
1 engineer.....	720
1 carpenter.....	600
1 matron.....	360
1 gardener.....	480
1 chief cook.....	300
1 assistant cook.....	240
2 mess-room attendants, \$168 each.....	336
1 messenger.....	168
2 head nurses, \$240 each.....	480
2 assistant nurses, \$168 each.....	336
2 laundresses, \$144 each.....	288
4 boatmen, \$168 each.....	672
4 laborers, \$192 each.....	768
3 watchmen, \$300 each.....	900
Total.....	<u>7,758</u>

PENSACOLA, FLA.

1 apothecary, first class.....	\$750
1 apothecary, second class.....	480
1 matron.....	360
4 nurses, \$264 each.....	1,056
4 assistant nurses, \$216 each.....	864
1 cook.....	240
1 assistant cook.....	216
1 watchman.....	216
2 mess-room attendants, \$168 each.....	336
3 washers, \$180 each.....	540
1 messenger.....	144
5 laborers, \$144 each.....	720
Total.....	<u>5,922</u>

NAVY YARDS.

PORTSMOUTH, N. H.

1 apothecary, first class.....	\$750
1 nurse.....	180
1 laborer.....	240
1 cook.....	180
Total.....	<u>1,350</u>

BOSTON, MASS.

1 apothecary, first class.....	\$750
1 laborer, at \$2 per day.....	730
Total.....	<u>1,480</u>

NEW YORK, N. Y.

1 apothecary, first class	\$750
1 laborer, at \$2 per day	730
Total	<u>1,480</u>

PHILADELPHIA, PA.

1 apothecary, first class	\$750
1 laborer, at \$2 per day	730
Total	<u>1,480</u>

WASHINGTON, D. C.

1 apothecary, first class	\$750
1 laborer, at \$2 per day	730
Total	<u>1,480</u>

NORFOLK, VA.

1 apothecary, first class	\$750
1 laborer, at \$2 per day	730
Total	<u>1,480</u>

MARE ISLAND, CAL.

1 apothecary, first class	\$1,000
1 cook	540
1 cook	480
4 nurses, \$480 each	1,920
4 washers, \$480 each	1,920
2 laborers, \$360 each	720
1 watchman	360
2 mess-room attendants, \$216 each	432
Total	<u>7,372</u>

C.

Estimates for hospitals, &c.

For repairs and improvements of hospitals and appendages, including roads, wharves, walls, out-houses, sidewalks, fences, gardens, farms, painting, glazing, blacksmiths', plumbers', and masons' work, furniture, &c., &c.	<u>\$61,000</u>
For naval laboratory	<u>\$80,000</u>

P. J. HORWITZ, *Chief of Bureau.*

Report of diseases and injuries on board vessels in the navy of the United States whilst engaged in suppressing the rebellion, from April, 1861, to June, 1865, arranged in the following order, viz: 1. Potomac flotilla; 2. Atlantic squadron; 3. North Atlantic squadron; 4. South Atlantic squadron; 5. Gulf squadron; 6. East Gulf squadron; 7. West Gulf squadron; 8. Mississippi squadron.

POTOMAC FLOTILLA.

Embracing the Potomac river and its tributaries, from April 1, 1861, to December 31, 1861.
Average number of ships' companies, 587; total number of vessels, 10.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	47	46	1	47	.021	.0017	.08		
Remittens.....	4	4		4			.0068		
Continua communis.....	13	13		13			.022		
Typhoides.....	2	1	1	2	.5	.0017	.0034		
Icterodes.....	1	1		1			.0017		
II. Ezanthemata:									
Erysipelas.....	2	2		2			.0034		
Rubeola.....	8	8		8			.013		
Variola.....	1	0		1	1		.0017		
Varioloides.....	1	1		1			.0017		
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	2	2		2			.0034		
Tonsillitis.....	10	10		10			.017		
Pharyngitis.....	2	2		2			.0034		
Dyspepsia.....	12	11		12	1		.02		
Gastritis.....	5	5		5			.0085		
Cholera communis.....	5	5		5			.0085		
Hepatitis.....	2	2		2			.0034		
Icterus.....	3	3		3			.0051		
Enteritis.....	3	3		3			.0051		
Constipation.....	29	29		29			.049		
Diarrhœa acuta.....	173	173		173			.3		
Diarrhœa chronica.....	25	23		25	2		.042		
Dysentery acuta.....	45	45		45			.076		
Dysentery chronica.....	4	3		4	1		.0068		
Colica.....	6	6		6			.01		
Hæmorrhoids.....	9	9		9			.015		
Fistula ani.....	1	1		1			.0017		
CLASS 3.—Diseases of Respiratory System.									
Pleurodynia.....	1	1		1			.0017		
Asthma.....	2	2		2			.0034		
Bronchitis acuta.....	46	42		46	4		.078		
Bronchitis chronica.....	6	6		6			.01		
Catarrhus.....	56	54		56	2		.095		
Laryngitis.....	2	2		2			.0034		
Hæmoptysis.....	2	2		2			.0034		
Pleuritis.....	10	10		10			.017		
Pneumonia.....	6	5		6	1		.01		
Phthisis pulmonalis.....	8	7	1	8		.125	.0017		
Epistaxis.....	1	1		1			.0017		
Influenza.....	6	6		6			.01		
Diphtheria.....	1	1		1			.0017		
CLASS 4.—Diseases of Circulatory System.									
I. General:									
Anæmia.....	3	3		3			.0051		
II. Of Heart:									
Palpitation.....	4	4		4			.0068		
Angina pectoris.....	1	1		1			.0017		
CLASS 5.—Diseases of the Brain and Nervous System.									
Cephalalgia.....	6	6		6			.01		
Apoplexia.....	1	1	1	1	1	.0017	.0017		
Epilepsia.....	1	1		1			.0017		
Neuralgia.....	8	8		8			.013		
Dementia.....	2	2		2			.0034		
Delirium tremens.....	5	4	1	5	.2	.0017	.0085		

Potomac flotilla, from April 1, 1861, to December 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Squamous—									
a. Psoriasis		1	1		1				.0017
2. Vesicular—									
A. Vesiculae—									
a. Eczema		1	1		1				.0017
II. Cellular:									
Furunculus		19	18		19	1			.032
Abcessus		4	4		4				.0068
Ulcus		4	3		4	1			.0068
Phlegmon		1	1		1				.0017
Adentis		4	2		4	2			.0068
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Rheumatismus acutus		34	33		34	1			.058
Rheumatismus chronicus		10	10		10				.017
II. Of Bones:									
Odontalgia		3	3		3				.0051
III. Of Joints:									
Synovitis		2	2		2				.0034
Paronychia		10	9		10	1			.017
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		1	1		1				.0017
Dysuria		2	2		2				.0034
Gonorrhœa		14	12		14	2			.023
Phimosis		2	2		2				.0034
Urethrae strictura		6	6		6				.01
Syphilis primary		7	7		7				.019
Syphilis secondary		1	1		1	1			.0017
Orchitis		7	7		7				.012
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia		10	10		10				.017
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		1			1	1			.0017
Conjunctivitis		8	8		8				.013
Amaurosis		2	2		2				.0034
II. Of Ear:									
Otalgia		1	1		1				.0017
Otitis		2	2		2				.0034
Otorrhœa		1	1		1				.0017
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		3	3		3				.0051
Vulnus—									
Vulnus laceratum		8	8		8				.013
Vulnus incisum		10	9		10	1			.017
Vulnus punctum		9	9		9				.015
Vulnus contusum		14	13		14	1			.023
Vulnus sclopeticum		6	6		6				.01
Hernia		1			1				.0017
Fractura		3	3		3	1			.0051
Subluxatio		19	19		19				.032
Contusio		17	16		17	1			.029
Ambusio		5	3		5	2			.0085
Abrasio		1	1		1				.0017
Fernio		1	1		1				.0017
Total.....		848	815	5	848	28	.0059	.0085	1.44

POTOMAC FLOTILLA.

From January 1, 1862, to December 31, 1862. Average number of ships' companies, 363; number of vessels, 24.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ships' company.	Proportion of sick to number of ships' company.
CLASS I.—Febris.									
I. <i>Intermittens</i>		153	153		153				.42
<i>Remittens</i>		54	53	1	54		.018	.0027	.148
<i>Continua communis</i>		21	20		21	1			.057
<i>Typhoides</i>		4	4		4				.011
II. <i>Ezanthemata</i> :									
<i>Erysipelas</i>		1	1		1				.0027
<i>Rubeola</i>		1	1		1				.0027
<i>Varioloides</i>		2	2		2				.0055
CLASS 2.—Diseases of the Digestive System.									
<i>Stomatitis</i>		8	8		8				.022
<i>Tonsillitis</i>		4	3		4	1			.011
<i>Dyspepsia</i>		11	11		11				.03
<i>Gastritis</i>		6	6		6				.016
<i>Cholera communis</i>		2	2		2				.0055
<i>Hepatitis</i>		4	4		4				.011
<i>Icterus</i>		7	7		7				.019
<i>Constipatio</i>		63	63		63				.17
<i>Diarrhœa acuta</i>		67	67		67				.18
<i>Diarrhœa chronica</i>		6	6		6				.016
<i>Dysenteria acuta</i>		12	12		12				.033
<i>Dysenteria chronica</i>		1	1		1				.0027
<i>Colica</i>		16	16		16				.044
<i>Hæmorrhoids</i>		12	12		12				.033
<i>Vermes</i>		2	2		2				.0055
CLASS 3.—Diseases of the Respiratory System.									
<i>Asthma</i>		6	6		6				.016
<i>Bronchitis acuta</i>		10	10		10				.027
<i>Bronchitis chronica</i>		1	1		1				.0027
<i>Catarrhus</i>	1	135	136		136				.37
<i>Laryngitis</i>		2	2		2				.0055
<i>Hæmoptysis</i>		2	2		2				.0055
<i>Pleuritis</i>		4	4		4				.011
<i>Pneumonia</i>		5	5		5				.013
<i>Phtisis pulmonalis</i>	1	4	4	1	5		.2	.0027	.013
CLASS 4.—Diseases of the Circulatory System.									
I. <i>General</i> :									
<i>Anæmia</i>		2	2		2				.0055
II. <i>Of Heart</i> :									
<i>Palpitatio</i>		5	5		5				.013
CLASS 5.—Diseases of the Brain and Nervous System.									
<i>Epilepsia</i>		1	1		1				.0027
<i>Neuralgia</i>		11	11		11				.03
<i>Melancholia</i>		1	1		1				.0027
<i>Irritatio spinalis</i>		3	3		3				.0089
<i>Cephalalgia</i>		7	7		7				.019
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. <i>Cutaneous</i> :									
1. <i>Papular</i> —									
a. <i>Lichen</i>		1	1		1				.0027
2. <i>Pustular</i> —									
a. <i>Impetigo</i>		1	1		1				.0027
b. <i>Ecthyma</i>		1	1		1				.0027
3. <i>Squamous</i> —									
a. <i>Psooriasis</i>		2	2		2				.0055
4. <i>Vesicular</i> —									
a. <i>Vesiculæ</i> —									
a. <i>Eczema</i>		1	1		1				.0027

Potomac flotilla, from January 1, 1862, to December 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
II. Cuticular:									
Furunculus	1	14	15		15				.041
Abcessus		16	16		16				.044
Ulcus		3	3		3				.0083
Tumor		1	1		1				.0027
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra		1	1		1				.0027
Rheumatismus acutus		33	33		33				.09
Rheumatismus chronicus		8	8		8				.022
II. Of Bones:									
Odontalgia		7	7		7				.019
III. Of Joints:									
Synovitis		1	1		1				.0027
Paronychia	1	7	8		8				.022
Periostitis		2	2		2				.0055
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		1			1	1			.0027
Diabetes		1	1		1				.0027
Gonorrhœa		11	11		11				.03
Syphillis primary		13	13		13				.036
Syphillis secondary		5	5		5				.013
Orchitis		5	5		5				.013
Varicocele		2	2		2				.0055
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia		1	1		1				.0027
Scorbutus		5	5		5				.013
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis		6	6		6				.016
Ophthalmia		6	6		6				.016
Amaturosis		1	1		1				.0027
II. Of Ear:									
Otalgia		1	1		1				.0027
Otitis		1	1		1				.0027
Otorrhœa		2	2		2				.0055
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		3	1	2	3		.66	.0055	.0089
Vulnus—									
Vulnus laceratum		1	1		1				.0027
Vulnus incisum		5	5		5				.013
Vulnus punctum		2	2		2				.0055
Vulnus contusum		13	11		13	2			.036
Vulnus sclopeticum		6	5	1	6		.166	.0027	.016
Hernia		2	2		2				.0055
Fractura		4	4		4				.011
Luxatio		1	1		1				.0027
Subluxatio		3	3		3				.0089
Contusio		6	5		6	1			.016
Ambustio	1	2	3		3				.0089
Abrasio		1	1		1				.0027
Pernio		4	4		4				.011
Suicidium per submersio		1		1	1		.1	.0027	.0027
Total	5	870	863	6	875	6	.0068	.0165	2.41

POTOMAC FLOTILLA.

From January 1, 1863, to December 31, 1863. Average number of ships' companies, 585; number of vessels, 17.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febria.									
I. Intermittens		113	113		113				.19
Remittens		33	31		33	2			.056
Continua communis	1	15	16		16				.027
Typhoides		10	8	2	10		.2	.0034	.017
Icterus		1	1		1				.0017
II. Eczanthezata:									
Erysipelas		3	3		3				.0051
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		1	1		1				.0017
Tonsillitis	1	14	15		15				.025
Parotitis		1	1		1				.0017
Dyspepsia		26	25		26	1			.044
Hematemesis		1	1		1				.0017
Hepatitis		7	7		7				.019
Icterus		9	9		9				.0034
Enteritis		1	1		1				.0017
Constipatio		49	49		49				.083
Diarrhoea acuta	106	106	106		106				.18
Diarrhoea chronica		8	8		8				.013
Dysenteria acuta		13	13		13				.022
Dysenteria chronica		1	1		1				.0017
Colica		10	10		10				.017
Hæmorrhoids		8	8		8				.013
Fistula ani		2	2		2				.0034
Pharyngitis		1	1		1				.0017
CLASS 3.—Diseases of the Respiratory System.									
Asthma		1	1		1				.0017
Bronchitis acuta		37	37		37				.063
Bronchitis chronica		12	12		12				.02
Catarrhus		74	74		74				.12
Laryngitis		2	2		2				.0034
Pleuritis		9	9		9				.015
Pneumonia	1	7	6	2	8		.25	.0034	.013
Phthisis pulmonalis		5	5		5				.0085
Influenza		7	7		7				.012
Pleurodynia		2	2		2				.0034
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia		2	2		2				.0034
II. Of Heart:									
Palpitatio		7	7		7				.012
Angina pectoris		1	1		1				.0017
CLASS 5.—Diseases of the Brain and Nervous System.									
Paralysis		1	1		1				.0017
Epilepsia		3	3		3				.0051
Neuralgia		6	6		6				.01
Delirium tremens		2	2		2				.0034
Cephalalgia		7	7		7				.012
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Prurigo		2	2		2				.0034
2. Pustular—									
a. Ecthyma		1	1		1				.0017
b. Acne		2	2		2				.0034

Potomac flotilla, from January 1, 1863, to December 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
3. Squamous—									
a. Psoriasis		1	1		1				.0017
4. Vesicular—									
A. Vesicula—									
a. Psoria		1	1		1				.0017
b. Eczema		4	4		4				.0068
II. Cellular:									
Furunculus		20	20		20				.034
Anthrax		1	1		1				.0017
Abscessus		25	25		25				.042
Ulcerus		5	5		5				.0085
Aderitis		2	2		2				.0034
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Rheumatismus acutus		46	46		46				.078
Rheumatismus chronicus		25	25		25				.042
II. Of Bones:									
Odontalgia		5	5		5				.0085
Necrosis		1	1		1				.0017
III. Of Joints:									
Paronychia		2	2		2				.0034
Anchylosis		1	1		1				.0017
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	5	6		6				.01
Diabetes		1	1		1				.0017
Gonorrhoea		13	12		13	1			.022
Phimosis		2	2		2				.0034
Paraphimosis		1	1		1				.0017
Urethra strictura		4	4		4				.0068
Syphilis primary		24	24		24				.041
Syphilis secondary		8	8		8				.013
Orchitis	1	4	5		5				.0085
Spermatorrhoea		1	1		1				.0017
CLASS 10.—Cachexia, and Malignant Diseases.									
Aduynamia		13	13		13				.022
Scrofula		1	1		1				.0017
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis		1	1		1				.0017
Ophthalmia		5	5		5				.0085
Amaurosis		2	2		2				.0034
II. Of Ear:									
Otalgia		1	1		1				.0017
Otorrhoea		3	3		3				.0051
CLASS 12.—Injuries and Displacements.									
Vulnus—									
Vulnus laceratum		1	1		1				.0017
Vulnus incisum		10	10		10				.017
Vulnus punctum		1	1		1				.0017
Vulnus contusum	2	12	14		14				.024
Vulnus scelopelicum		8	7	1	8		.125	.0017	.013
Hernia		3	3		3				.0051
Fractura		1	1		1				.0017
Luxatio		2	2		2				.0034
Subluxatio		4	4		4				.0068
Contusio	1	7	8		8				.013
Ambustio		2	2		2				.0034
Abrasio		5	5		5				.0085
Ferno		1	1		1				.0017
Submersio		1		1	1			.0017	.0017
Total	8	902	900	6	910	4	.0066	.01	1.55

POTOMAC FLOTILLA.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 562; number of vessels, 19.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens		98	97		98	1			.17
Remittens	2	55	56		57	1			.1
Continua communis		20	20		20				.035
Typhoides	4	4	4		4				.0071
II. Exanthemata:									
Erysipelas		4	4		4				.0071
Varioloides	2	2	2		2				.0035
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		1	1		1				.0017
Tonsillitis		15	15		15				.026
Parotitis		4	4		4				.0071
Dyspepsia	1	16	17		17				.03
Gastritis		7	6	1	7		.14	.0017	.012
Hæmatemesis		1	1		1				.0017
Cholera communis		1	1		1				.0017
Hepatitis acuta		2	2		2				.0035
Hepatitis chronica		1	1		1				.0017
Leterus		8	8		8				.014
Peritonitis		1	1		1				.0017
Constipatio		20	20		20				.035
Diarrhœa acuta		63	63		63				.11
Diarrhœa chronica		7	7		7				.012
Dysenteria acuta		2	2		2				.0035
Colica		23	23		23				.041
Hæmorrhoids		8	7		8	1			.014
Pharyngitis		4	4		4				.0071
Cancrum oris		2	2		2				.0035
CLASS 3.—Diseases of the Respiratory System.									
Asthma		1	1		1				.0017
Bronchitis acuta		35	33		35	2			.062
Bronchitis chronica		2	1		2	1			.0035
Catarrhus		63	62		63	1			.11
Laryngitis		5	5		5				.009
Pleuritis		12	11		12	1			.021
Pneumonia		9	9		9				.016
Phthisis pulmonalis		4	4		4				.0071
Influenza		3	3		3				.0053
Diphtheria		2	2		2				.0035
Pleurodynia		2	2		2				.0035
CLASS 4.—Diseases of the Circulatory System.									
I. General—									
Anæmia		4	4		4				.0071
II. Of Heart:									
Palpitatio		2	2		2				.0035
Pericarditis		3	3		3				.0053
CLASS 5.—Diseases of the Brain and Nervous System.									
Epilepsia		5	5		5				.009
Neuralgia		5	5		5				.009
Delirium tremens		1	1		1				.0017
Cephalalgia		6	6		6				.01
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Prurigo		1	1		1				.0017
2. Pustular—									
a. Porrigo		2	2		2				.0035
3. Vesicular—									
A. Vesiculæ—									
a. Herpes		2	2		2				.0035

Potomac flotilla, from January 1, 1864, to December 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
II. Cellular:									
Furunculus.....		14	14		14				.094
Abcessus.....		36	36		36				.064
Ulcus.....		3	3		3				.0053
Adenitis.....		1	1		1				.0017
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago.....		1	1		1				.0017
Rheumatismus acutus.....		33	33		33				.058
Rheumatismus chronicus.....		13	13		13				.023
II. Of Bones:									
Neerosis.....		1	1		1				.0017
III. Of Joints:									
Paronychia.....		6	6		6				.01
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....		4	4		4				.0071
Cystitis.....		2	2		2				.0035
Gonorrhoea.....	1	29	30		30				.033
Urethra strictura.....		1			1	1			.0017
Syphilis primary.....		23	22		23	1			.041
Syphilis secondary.....		6	5		6	1			.01
Orchitis.....		3	3		3				.0053
Spermatorrhoea.....		1	1		1				.0017
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia.....		3	3		3				.0053
Serofula.....		6	6		6				.01
Tuberculosis.....		1	1		1				.0017
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis.....		10	9		10	1			.017
Ophthalmia.....		6	6		6				.01
Iritis.....		1	1		1				.0017
II. Of Ear:									
Otalgia.....		4	4		4				.0071
Otitis.....		2	2		2				.0035
Otorrhoea.....		1	1		1				.0017
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....		1	1		1				.0017
Vulnus—									
Vulnus incisum.....		6	6		6				.01
Vulnus punctum.....		2	2		2				.0035
Vulnus contusum.....		7	7		7				.012
Vulnus sclopeticum.....		4	1	2	4	1	.5	.0035	.0071
Hernia.....		1	1		1				.0017
Fractura.....		3	3		3				.0053
Subluxatio.....		10	10		10				.017
Contusio.....		14	13		14	1			.024
Ambustio.....		12	11		12	1			.021
Abrasio.....		1	1		1				.0017
Pernio.....		3	3		3				.0053
Submersio.....		55		55	55		.55	.008	.098
Total.....	4	868	799	58	872	15	.066	.103	1.55

POTOMAC FLOTILLA.

From January 1, 1865, to June 30, 1865. Average number of ships' companies, 826; number of vessels, 25.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ships' company.	Proportion of sick to number of ships' company.
CLASS 1.—Febris.									
I. Intermittens	1	57	56	.....	58	.....	.....	.....	.07
Remittens	1	48	44	.....	49	5	.....	.....	.059
Continua communis .....	.....	17	17	.....	17	.....	.....	.....	.02
Typhoides	1	4	5	.....	5	.....	.....	.....	.006
II. Eczanthemata :									
Erysipelas .....	.....	4	4	.....	4	.....	.....	.....	.0048
Variola .....	.....	2	2	.....	2	.....	.....	.....	.0024
Urticaria .....	.....	2	2	.....	2	.....	.....	.....	.0024
CLASS 2.—Diseases of the Digestive System.									
Stomatitis .....	.....	7	7	.....	7	.....	.....	.....	.0084
Tonsillitis .....	.....	9	9	.....	9	.....	.....	.....	.011
Parotitis .....	.....	3	3	.....	3	.....	.....	.....	.0036
Dyspepsia .....	.....	11	11	.....	11	.....	.....	.....	.013
Gastritis .....	.....	4	4	.....	4	.....	.....	.....	.0048
Hæmatemesis .....	.....	1	1	.....	1	.....	.....	.....	.0012
Hepatitis acuta .....	.....	4	4	.....	4	.....	.....	.....	.0048
Hepatitis chronica .....	.....	1	1	.....	1	.....	.....	.....	.0012
Icterus .....	.....	4	3	.....	4	1	.....	.....	.0048
Peritonitis .....	.....	1	1	.....	1	.....	.....	.....	.0012
Constipatio .....	.....	23	23	.....	23	.....	.....	.....	.027
Diarrhoea acuta	4	74	74	.....	78	4	.....	.....	.094
Diarrhoea chronica .....	.....	6	6	.....	6	.....	.....	.....	.0072
Dysenteria acuta	1	10	11	.....	11	.....	.....	.....	.013
Dysenteria chronica .....	.....	1	1	.....	1	.....	.....	.....	.0012
Colica .....	.....	14	13	.....	14	1	.....	.....	.017
Hæmorrhoids	1	8	9	.....	9	.....	.....	.....	.011
Pharyngitis .....	.....	5	5	.....	5	.....	.....	.....	.006
CLASS 3.—Diseases of the Respiratory System.									
Asthma .....	.....	3	3	.....	3	.....	.....	.....	.0036
Bronchitis acuta	2	45	47	.....	47	.....	.....	.....	.057
Bronchitis chronica	1	7	8	.....	8	.....	.....	.....	.0096
Catarrhus	1	61	62	.....	62	.....	.....	.....	.075
Laryngitis .....	.....	18	17	.....	18	1	.....	.....	.021
Hæmoptysis .....	.....	1	1	.....	1	.....	.....	.....	.0012
Pleuritis	1	11	12	.....	12	.....	.....	.....	.014
Pneumonia .....	.....	8	8	.....	8	.....	.....	.....	.0096
Phthisis pulmonalis .....	.....	5	4	.....	5	1	.....	.....	.006
Pneurodyia .....	.....	2	2	.....	2	.....	.....	.....	.0024
CLASS 4.—Diseases of the Circulatory System.									
II. Of Blood Vessels :									
Varix .....	.....	3	3	.....	3	.....	.....	.....	.0036
CLASS 5.—Diseases of the Brain and Nervous System.									
Epilepsia .....	.....	5	5	.....	5	.....	.....	.....	.006
Neuralgia .....	.....	6	6	.....	6	.....	.....	.....	.0072
Tetanus .....	.....	1	1	.....	1	.....	.....	.....	.0012
Irritatio spinalis	1	1	2	.....	2	.....	.....	.....	.0024
Cephalalgia .....	.....	9	9	.....	9	.....	.....	.....	.011
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
Cutaneous :									
1. Pustular—									
a. Impetigo .....	.....	1	1	.....	1	.....	.....	.....	.0012
b. Ecthyma .....	.....	1	1	.....	1	.....	.....	.....	.0012
2. Vesicular—									
A. Vesiculæ—									
a. Herpes .....	.....	3	3	.....	3	.....	.....	.....	.0036
b. Eczema .....	.....	2	2	.....	2	.....	.....	.....	.0024

Potomac flotilla, from January 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
II. Cellular:									
Furunculus		8	8		8				.0096
Abscessus		7	7		7				.0084
Ulcus		3	3		3				.0036
Tumor		4	3		4	1			.0048
Hordaeolum		1	1		1				.0012
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Rheumatismus acutus		32	32		32				.038
Rheumatismus chronicus		10	10		10				.012
II. Of Joints:									
Synovitis		2	2		2				.0024
Paronychia		9	9		9				.011
Anchylosis		1	1		1				.0012
Periostitis		4	4		4				.0048
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca									
b. Ascites		2	2		2				.0024
		1	1		1				.0012
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		2	2		2				.0024
Cystitis		3	3		3				.0036
Enuresis		1	1		1				.0012
Gonorrhoea		1	7	8	8				.0096
Phimosis		1	1		1				.0012
Urethrae strictura		1	2	3	3				.0036
Syphilis primary		2	12	14	14				.017
Syphilis secondary		2	11	13	13				.015
Orchitis		7	7		7				.0084
CLASS 10.—Cachexia and Malignant Diseases.									
Adynamia		3	3		3				.0036
Scrofala		1	1		1				.0012
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis		1	4	5	5				.006
Ophthalmia			3	3	3				.0036
Iritis			2	2	2				.0024
II. Of Ear:									
Otitis			1	1	1				.0012
Otorrhoea			1	1	1				.0012
CLASS 12.—Injuries and Displacements.									
Vulnus—									
Vulnus incisum			2	2	2				.0024
Vulnus punctum		1	4	5	5				.006
Vulnus contusum			3	3	3				.0036
Vulnus scopeticum		1	3	3	4		.25	.0012	.0048
Hernia			4	4	4				.0048
Fractura		1	4	5	5				.006
Luxatio			1	1	1				.0012
Subluxatio			3	3	3				.0036
Contusio		1	13	14	14				.017
Ambustio			1	2	2				.0024
Abrasio			3	3	3				.0036
Ferulo			2	2	2				.0024
Total	27	701	713	1	728	14	.00133	.00121	.88

ATLANTIC SQUADRON.

Embracing the coasts of Virginia, North Carolina, South Carolina, Georgia, and the eastern part of the Florida peninsula, from April 1, 1861, to September 30, 1861. Average number of ships' companies, 4,167; total number of vessels in squadron, 19.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.....									
Intermittens.....		93	87		93	6			.023
Remittens.....		17	17		17				.004
Continua communis.....		10	10		10				.0023
II. Exanthemata:									
Typhoides.....		19	7	2	19	10	.105	.00047	.0045
Erysipelas.....		9	7	2	9		.222	.00047	.0021
Rubeola.....		17	15		17	2			.0040
Variola.....		4	4		4				.00085
Varicella.....		2	2		2				.00047
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....		3	3		3				.00071
Tonsillitis.....		52	49		52	3			.0194
Parotitis.....		1	1		1				.00023
Dyspepsia.....		10	9		10	1			.0023
Gastritis.....		16	16		16				.0038
Hæmatemesis.....		1	1		1				.00023
Cholera communis.....		27	27		27				.0064
Hepatitis chronica.....		1	1		1				.00023
Icterus.....		3	1		3	2			.00071
Splentitis.....		2	2		2				.00047
Enteritis.....		3	2	1	3		.333	.00023	.00071
Constipatio.....		64	63		64	1			.0153
Diarrhœa acuta.....		204	196		204	8			.048
Diarrhœa chronica.....		6	6		6				.0014
Dysenteria acuta.....		58	52		58	6			.0139
Dysenteria chronica.....		4	4		4				.00095
Colica.....		24	24		24				.0057
Hæmorrhœa.....		10	10		10				.0023
Fistula ani.....		4	2		4	2			.00095
Vermes.....		1	1		1				.00023
Melæna.....		1	1		1				.00023
CLASS 3.—Diseases of the Respiratory System.									
Asthma.....		3	3		3				.00071
Bronchitis acuta.....		59	48		59	11			.0141
Bronchitis chronica.....		1	1		1				.00023
Catarrhus.....		401	378		401	23			.0962
Laryngitis.....		3	2		3	1			.00071
Hæmoptysis.....		2	2		2				.00047
Pleuritis.....		28	26		28	2			.0067
Pneumonia.....		13	10	1	13	2	.076	.00023	.0031
Phthisis pulmonalis.....		16	11	1	16	4	.062	.00023	.0038
Influenza.....		23	15		23	7			.0059
Pleurodynia.....		10	9		10	1			.0023
Singultus.....		1	1		1				.00023
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		11	11		11				.0026
II. Of Heart:									
Palpitatio.....		11	11		11				.0026
Syncope.....		1	1		1				.00023
Pericarditis.....		1	1		1				.00023
Dilatatio.....		1	1		1				.00023
Hypertrophia.....		1	1		1				.00023
Angina pectoris.....		1	1		1				.00023
III. Of Blood Vessels:									
Varix.....		1	1		1				.00023

Atlantic squadron, from April 1, 1861, to September 30, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Insoletio	1	1	1	1	1				.0023
Meningitis	1	1	1	1	1				.0023
Cerebritis	1	1	1	1	1				.0023
Apoplexia	1	1	1	1	1				.0023
Paralysis	4	3	4	1	1				.0095
Epilepsia	11	10	11	1	1				.026
Neuralgia	16	16	16	1	1				.038
Mania	1	1	1	1	1				.0023
Dementia	3	3	3	3	3				.0071
Delirium tremens	9	9	9	9	9				.021
Irritatio optialis	1	1	1	1	1				.0023
Cephalalgia	11	11	11	11	11				.026
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous :									
1. Papular—									
a. Lichen	8	7	8	2	1				.0019
b. Prurigo	2	2	2	2	2				.0047
2. Pustular—									
a. Impetigo	2	2	2	2	2				.0047
b. Porrigo	1	1	1	1	1				.0023
3. Vesicular—									
A. Vesiculae—									
a. Herpes	1	1	1	1	1				.0023
b. Psora	9	9	9	9	9				.021
c. Eczema	4	4	4	4	4				.0095
II. Cellular :									
Furunculus	48	46	48	2	2				.0115
Anthrax	22	20	22	2	2				.052
Abcessus	52	50	52	2	2				.0124
Ulcus	27	22	27	5	5				.064
Tumor	11	11	11	11	11				.026
Adentis	15	14	15	1	1				.035
Hordeolum	1	1	1	1	1				.0023
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General :									
Lumbago	3	3	3	3	3				.0071
Rheumatismus acutus	112	108	112	4	4				.026
Rheumatismus chronicus	51	49	51	2	2				.0122
II. Of Bones :									
Exostosis	1	1	1	1	1				.0023
Necrosis	1	1	1	1	1				.0023
III. Of Joints :									
Synovitis	2	2	2	2	2				.0047
Paronychia	31	30	31	1	1				.0074
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—									
a. Anasarca	5	5	5	5	5				.0011
b. Ascites	2	2	2	2	2				.0047
c. Hydrothorax	1	1	1	1	1				.0023
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	1	1	1	1				.0023
Cystitis	5	5	5	5	5				.011
Enuresis	1	1	1	1	1				.0023
Dysuria	2	2	2	2	2				.0047
Gonorrhoea	46	39	46	7	7				.011
Phimosis	4	3	4	1	1				.0095
Paraphimosis	1	1	1	1	1				.0023
Urethrae strictura	8	6	8	2	2				.0019
Syphilis primary	60	51	60	9	9				.0143

Atlantic squadron, from April 1, 1861, to September 30, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9—Continued.									
Syphilis secondary		15	14		15	1			.0035
Orchitis		33	31		33	1			.0079
Prostatitis		1			1	1			.00023
Varicocele		1	1		1				.00023
Balanitis		2	2		2				.00047
CLASS 10.—<i>Cachexic and Malignant Diseases.</i>									
Adynamia		10	9		10	1			.0023
Scrofula		1	1		1				.00023
Scorbutus		5	3		5	2			.0011
CLASS 11.—<i>Diseases of the Eye and Ear.</i>									
I. <i>Of Eye:</i>									
Conjunctivitis		9	9		9				.0021
Ophthalmia		18	17		18	1			.0049
Amaurosis		1	1		1				.00023
Fistula lachrymalis		1	1		1				.00023
II. <i>Of Ear:</i>									
Otitis		5	5		5				.0011
Otorrhœa		1			1	1			.00023
CLASS 12.—<i>Injuries and Displacements.</i>									
Concussio cerebri		7	6		7	1			.0016
Vulnus laceratum		2	1		2	1			.00047
Vulnus incisum		18	17		18	1			.0049
Vulnus punctum		13	13		13				.0031
Vulnus contusum		98	96		98	12			.0235
Vulnus sclopeticum		10	8	2	10		.2	.00047	.0023
Hernia		7	7		7				.0016
Fractura		7	5	1	7	1	.149	.00023	.0016
Luxatio		5	3		5	2			.0011
Subluxatio		43	41		43	2			.0163
Contusio		121	114		121	7			.029
Ambustio		14	14		14				.0033
Abrasio		3	2		3	1			.00071
Pernio		1	1		1				.00023
Amputatio		1			1	1			.00023
Coup de soleil		1	1		1				.00023
Total		2,307	2,124	10	2,307	173	.0043	.0023	.553

NORTH ATLANTIC SQUADRON.

Established in October, 1861, embracing the coasts of Virginia and North Carolina, from October 1, 1861, to December 31, 1861. Average number of ships' companies, 4,360; total number of vessels in squadron, 21.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	1	33	32		34	2			.0077
Remittens.....		7	6		7	1			.0016
Continua communis.....		6	5		6	1			.0013
Typhoides.....	1	6	5	2	7		.28	.00045	.0016
Erysipelas.....		2	2		2				.00045
II. Exanthemata:									
Rubeola.....	2	14	16		16				.0036
Variola.....		3			3	3			.00068
Varioloides.....		1			1	1			.00022
Urticaria.....		2	1		2	1			.00045
Vaccinia.....		2			2	2			.00045
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....		21	21		21				.0048
Tonsillitis.....	1	54	53		55	2			.0126
Parotitis.....		2	2		2				.00045
Dyspepsia.....		9	9		9				.002
Gastritis.....		5	4		5	1			.0011
Cholera communis.....		2	2		2				.00045
Hepatitis acuta.....		1		1	1		1.	.00022	.00022
Icterus.....	2	3	5		5				.0011
Splenitis.....		1	1		1				.00022
Constipatio.....	1	40	40		41	1			.0094
Diarrhoea acuta.....	6	69	73		75	2			.017
Diarrhoea chronica.....	1	17	17		18	1			.0041
Dysentery acuta.....	5	15	19		20	1			.0045
Dysentery chronica.....	1	3	4		4				.00091
Colica.....		10	10		10				.0022
Hæmorrhoids.....		11	9		11	2			.0025
Fistula ani.....	2	1	3		3				.00068
Vermes.....		1	1		1				.00022
Pharyngitis.....		2	2		2				.00045
CLASS 3.—Diseases of the Respiratory System.									
Asthma.....		6	5		6	1			.0013
Bronchitis acuta.....	9	115	107		124	17			.028
Bronchitis chronica.....		3	2		3	1			.00068
Catarrhus.....	14	261	251		275	24			.063
Laryngitis.....		16	14		16	2			.0036
Hæmoptysis.....		2	2		2				.00045
Pleuritis.....	1	17	15		18	3			.0041
Pneumonia.....	1	7	5	1	8	2	.12	.00022	.0018
Phthisis pulmonalis.....	1	19	14	1	20	5	.05	.00022	.0045
Influenza.....		11	10		11	1			.0025
Pleurodynia.....		6	4		6	2			.0013
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		6	6		6				.0013
II. Of Heart:									
Palpitatio.....		3	2	1	3		.33	.00022	.00068
Carditis.....		1			1	1			.00022
Endocarditis.....		1		1	1		1.	.00022	.00022
Pericarditis.....		1	1		1				.00022
Angina pectoris.....		2	1	1	2		.5	.00022	.00045
III. Of Blood Vessels:									
Åneurismus.....		1	1		1				.00022
Phlebitis.....		1			1	1			.00022
Varix.....		4	3		4	1			.00091

North Atlantic squadron, from Oct. 1, 1861, to Dec. 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Meningitis		1		1	1		1	.00022	.00022
Cerebritis		1		1	1			.00022	.00022
Apoplexia		1		1	1			.00022	.00022
Paralysis		1		1	1	1		.00022	.00022
Epilepsia		6	6		6			.0013	.0013
Neuralgia		11	11		11			.0025	.0025
Mania		1	1		1			.00022	.00022
Dementia		1	1		1			.00022	.00022
Delirium tremens		2	2		2			.00045	.00045
Cephalalgia		8	8		8			.0018	.0018
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		3	2		3	1		.00068	.00068
b. Prurigo		1	1		1			.00022	.00022
2. Squamous—									
a. Psoriasis		1			1	1		.00022	.00022
3. Vesicular—									
A. Vesiculae—									
a. Herpes	1		1		1			.00022	.00022
b. Eczema		3	3		3			.00068	.00068
II. Cellular:									
Furunculii		22	19		22	3		.005	.005
Anthrax		2	8	9	10	1		.0022	.0022
Abcessus		2	42	38	44	6		.01	.01
Ulcus		5	14	16	19	3		.0043	.0043
Tumor			4	4	4			.00091	.00091
Adentia		2	2		2			.00045	.00045
CLASS 7.—Diseases of Fibrous, Muscular, and Ossous Systems.									
I. General:									
Lumbago		2	2		2			.00045	.00045
Podagra		1	0		1	1		.00022	.00022
Rheumatismus acutus		55	47		55	8		.012	.012
Rheumatismus chronicus		2	32		35	11		.008	.008
II. Of Bones:									
Odontalgia		4	3		4	1		.00091	.00091
Exostosis	1		1		1			.00022	.00022
Caries		1	1		1			.00022	.00022
Necrosis		1	1		1			.00022	.00022
III. Of Joints:									
Synovitis		8	8		8			.0018	.0018
Paronychia		28	22		28	6		.0064	.0064
Periostritis		1	1		1			.00022	.00022
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca									
		1	1		1			.00022	.00022
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		4	3		4	1		.00091	.00091
Ischuria renalis		1	1		1			.00022	.00022
Cystitis		2	2		2			.00045	.00045
Dysuria		8	8		8			.0018	.0018
Gonorrhoea		7	11	16	18	2		.0041	.0041
Phimosi		1	1		1			.00022	.00022
Urethrae strictura		1	7	6	8	2		.0018	.0018
Syphilia primary		3	10	10	13	3		.0029	.0029
Syphilia secondary		1	13	12	14	2		.0032	.0032
Orchitis		2	10	11	12	1		.0027	.0027
Varicocele			1	1	1			.00022	.00022
Spermatorrhoea		2	2		2			.00045	.00045

North Atlantic squadron, from Oct. 1, 1861, to Dec. 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 10.—Cholera, and Malignant Diseases.									
Adynamia	1	1	2		2				.00045
Scrofula		3	2		3	1			.00068
Scorbutus		1	1		1				.00022
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis		4	4		4				.00091
Ophthalmia	1	10	9		11	2			.0025
Iritis		1	1		1				.00022
Amanrosis		1	1		1				.00022
Cataracts		1	1		1				.00022
II. Of Ear:									
Otitis		4	3		4	1			.00091
Otorrhoea	1	4	4		5	1			.0011
CLASS 12.—Injuries and Displacements.									
Concusio cerebri		1			1	1			.00022
Vulnus laceratum		1	1		1				.00022
Vulnus incisum	1	14	13		15	2			.0034
Vulnus punctum		4	3		4	1			.00091
Vulnus contusum	3	36	36		41	5			.0094
Vulnus sclopeticum		2	1		2	1			.00045
Hernia		6	5		6	3			.0018
Fractura	1	6	6		7	1			.0018
Luxatio	2		2		2				.00045
Subluxatio	1	9	8		10	2			.0022
Contusio	2	26	26		30	2			.0068
Ambusio		5	5		5				.0011
Abrasio		3	1		3	2			.00068
Fernio	1	1			1	1			.00022
Amputatio	1	1	2		2				.00045
Submersio		1		1	1		1	.00022	.00022
Total	91	1,315	1,234	10	1,406	162	.0071	.0022	.32

NORTH ATLANTIC SQUADRON.

From January 1, 1862, to December 31, 1862. Average number of ships' companies, 4,029; number of vessels, 43.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ships company.	Proportion of sick to number of ships company.
CLASS 1.—Febris.									
I. Intermittens	1	528	519	.....	529	10	.....	.....	.13
Remittens	1	192	188	2	193	3	.01	.00049	.047
Continua communis	1	46	47	.....	47	.....	.....	.....	.011
Typhus .....	.....	1	1	1	1	.....	1.	.00024	.00024
Typhoides .....	.....	64	59	5	64	.....	.078	.0012	.015
II. Eczanthemata:									
Erysipelas .....	.....	19	19	.....	19	.....	.....	.....	.0047
Scarlatina .....	.....	3	3	.....	3	.....	.....	.....	.00074
Rubeola .....	.....	41	39	1	41	1	.024	.00024	.01
Varicella .....	.....	4	3	1	4	.....	.24	.00024	.00099
Urticaria .....	.....	1	4	5	5	.....	.....	.....	.0012
CLASS 2.—Diseases of the Digestive System.									
Stomatitis .....	.....	11	11	.....	11	.....	.....	.....	.0027
Mal de mer .....	.....	2	2	.....	2	.....	.....	.....	.00049
Glossitis .....	.....	3	3	.....	3	.....	.....	.....	.00074
Gastrodynia .....	.....	2	2	.....	2	.....	.....	.....	.00049
Tonsillitis	1	96	93	.....	97	4	.....	.....	.024
Parotitis .....	.....	33	33	.....	33	.....	.....	.....	.0081
Dyspepsia .....	.....	54	53	.....	54	1	.....	.....	.013
Gastritis .....	.....	24	23	.....	24	1	.....	.....	.0059
Cholera communis .....	.....	50	49	1	50	.....	.02	.00024	.012
Hepatitis acuta .....	.....	10	9	1	10	.....	.1	.00024	.0024
Hepatitis chronica .....	.....	7	7	.....	7	.....	.....	.....	.0017
Icterus .....	.....	45	44	.....	45	1	.....	.....	.011
Enteritis .....	.....	3	3	.....	3	.....	.....	.....	.00074
Constipatio .....	.....	96	95	.....	96	1	.....	.....	.023
Diarrhœa acuta	1	544	542	.....	542	3	.....	.....	.135
Diarrhœa chronica .....	.....	26	25	.....	26	1	.....	.....	.0064
Dysentery acuta .....	.....	103	102	.....	103	1	.....	.....	.025
Dysentery chronica .....	.....	5	5	.....	5	.....	.....	.....	.0012
Colica .....	.....	81	81	.....	81	.....	.....	.....	.02
Hæmorrhoids	1	29	29	.....	30	1	.....	.....	.0074
Fistula ani .....	.....	4	4	.....	4	.....	.....	.....	.00089
Vermes .....	.....	2	2	.....	2	.....	.....	.....	.00049
Pharyngitis .....	.....	8	8	.....	8	.....	.....	.....	.0019
Colica pictonum .....	.....	2	2	.....	2	.....	.....	.....	.00049
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria .....	.....	1	1	.....	1	.....	.....	.....	.00024
Asthma .....	.....	11	9	1	11	1	.09	.00024	.027
Bronchitis acuta	7	167	169	.....	174	5	.....	.....	.043
Bronchitis chronica	1	26	27	.....	27	.....	.....	.....	.0067
Catarrhus	5	326	315	.....	331	16	.....	.....	.082
Laryngitis .....	.....	31	30	1	31	.....	.047	.00024	.0352
Hæmoptysis .....	.....	18	18	.....	18	.....	.....	.....	.0044
Pleuritis	3	45	44	.....	47	3	.....	.....	.011
Pneumonia	3	62	52	3	64	9	.046	.00074	.015
Phthisis pulmonalis	2	45	45	2	47	.....	.042	.00049	.011
Pleurodynia	1	13	14	.....	14	.....	.....	.....	.0034
Influenza	1	35	33	.....	36	3	.....	.....	.0089
Pertussis .....	.....	2	2	.....	2	.....	.....	.....	.00049
Class 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia .....	.....	14	14	.....	14	.....	.....	.....	.0034
II. Of Heart:									
Palpitatio .....	.....	9	9	.....	9	.....	.....	.....	.0022
Carditis	1	4	5	.....	5	.....	.....	.....	.0012
Endocarditis .....	.....	6	6	.....	6	.....	.....	.....	.0014
Pericarditis .....	.....	4	4	.....	4	.....	.....	.....	.00089
Dilatatio .....	.....	1	1	.....	1	.....	1.	.00024	.00024
Hypertrophia .....	.....	3	3	.....	3	.....	.....	.....	.00074
Angina pectoris .....	.....	5	5	.....	5	.....	.....	.....	.0012

North Atlantic squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
III. Of Blood Vessels:									
Phlebitis	1	1	2		2				.00049
Varix		7	7		7				.0017
CLASS 5.—Diseases of the Brain and Nervous System.									
Inoelatio		1	1		1				.00024
Meningitis		2	1	1	2		.66	.00024	.00049
Cerebritis		3	1	2	3				.00074
Apoplexia		2	2		2				.00049
Paralysis	1	8	8	1	9		.11	.00024	.0022
Epilepsia		11	9	1	11	1	.09	.00024	.0027
Neuralgia	1	37	37		38	1			.0094
Tetanus		1	1		1				.00024
Mania		5	5		5				.0012
Dementia		1	1		1				.00024
Melancholia		1	1		1				.00024
Hypochondriasis		3	3		3				.00074
Delirium tremens		24	23		24	1			.0059
Irritatio spinalis		3	3		3				.00074
Meningitis spinalis		2	2		2				.00049
Chorea		4	4		4				.00099
Cephalalgia		25	25		25				.0062
Vertigo		1	1		1				.00024
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen	1	3	4		4				.00099
b. Prurigo		3	3		3				.00074
2. Pustular—									
a. Impetigo		1	1		1				.00024
b. Ecthyma		2	2		2				.00049
3. Squamous—									
a. Lepra		1	1		1				.00024
b. Psoriasis		1	1		1				.00024
4. Vesicular—									
A. Vesiculae—									
a. Herpes		4	4		4				.00099
b. Psora		3	3		3				.00074
c. Eczema		9	9		9				.0022
B. Bullae—a. Rupia									
		1	1		1				.00024
II. Cellular:									
Furunculus	1	81	80		82	2			.02
Anthrax		8	7		8	1			.0019
Abscessus	1	84	83		85	2			.021
Ulcus	1	24	22		25	3			.0062
Tumor		7	7		7				.0017
Adentia		21	19		21	2			.0052
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago		15	14		15	1			.0037
Rheumatismus acutus		8	168	171	176	5			.043
Rheumatismus chronicus		5	114	111	119	8			.029
II. Of Bones:									
Odontalgia		3	3		3				.00074
Necrosis		1	1		1				.00024
III. Of Joints:									
Coxalgia		1	1		1				.00024
Synovitis		13	13		13				.0032
Hydrarthrus		2	2		2				.00049
Paronychia	3	67	66		70	4			.017
Anchylosis		1	1		1				.00024
Periostitis		5	4		5	1			.0012
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca		5	5		5				.0012

North Atlantic squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.	
CLASS 9.—Diseases of the Genito-Urinary System.										
Nephritis		10	10		10				.0024	
Ischuria renalis		2	2		2				.00049	
Diabetes		2	1		2	1			.00049	
Spermatorrhœa	1	4	5		5				.0012	
Hæmaturia		1	1		1				.00024	
Cystitis		4	4		4				.00089	
Enuresis		1	1		1				.00024	
Dysuria		8	8		8				.0019	
Calculus		1	1		1				.00024	
Gonorrhœa	2	138	128		140	12			.0347	
Phimosia		4	4		4				.00099	
Paraphimosia		2	2		2				.00049	
Urethra strictura	1	18	18		19	1			.0047	
Syphilis primary	2	85	79		87	8			.021	
Syphilis secondary	2	38	39		40	1			.0099	
Orchitis		38	35		38	3			.0084	
Balanitis		1	1		1				.00024	
Hæmatocele		1	1		1				.00024	
Varicocele		6	6		6				.0014	
CLASS 10.—Cachexia, and Malignant Diseases.										
Adynamia		35	35		35				.0086	
Scrofula	1	4	5		5				.0012	
Scorbutus		11	11		11				.0027	
Purpura		3	3		3				.00074	
CLASS 11.—Diseases of the Eye and Ear.										
I. Of Eye:										
Conjunctivitis		21	18		21	3			.0052	
Ophthalmia		15	15		15				.0037	
Iritis		6	5		6	1			.0014	
Amaurosis		5	5		5				.0012	
Pterygium		1			1	1			.00024	
II. Of Ear:										
Otalgia		1	1		1				.00024	
Otitis		12	12		12				.0029	
Otorrhœa		3	3		3				.00074	
Surditas		3	3		3				.00074	
CLASS 12.—Injuries and Displacements.										
Concusio cerebri	1	3	4		4				.00099	
Vulnus laceratum		1	1		1				.00024	
Vulnus incisum	2	43	42		45	3			.011	
Vulnus punctum		23	22		23	1			.0057	
Vulnus contusum	3	108	110	1	111		.009	.00024	.027	
Vulnus sclopeticum	1	128	95	32	129	2	.24	.0079	.032	
Hernia	1	21	20	2	22		.09	.00049	.0054	
Fractura		25	23	2	25		.08	.00049	.0062	
Luxatio		5	5		5				.0012	
Subluxatio	1	33	31		34	3			.0084	
Contusio	3	108	110		111	1			.027	
Ambusio		25	24		25	1			.0062	
Abrasio	1	14	15		15				.0037	
Perno		11	9		11	2			.0037	
Amputatio		3	3		3				.00074	
Submersio		8		8	8		.8	.0019	.0019	
Congelatio		1	1		1				.00024	
Ocup de solell.		2	2		2				.00049	
Circumcisio		1	1		1				.00024	
Toxæmia		1	1		1				.00024	
Total		74	4,798	4,667	64	4,872	141	.0131	.0158	1.20

NORTH ATLANTIC SQUADRON.

From January 1, 1863, to December 31, 1863. Average number of ships' companies, 5,801; number of vessels, 49.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	8	789	785	6	797	6	.0075	.001	.13
Remittens	3	272	271	1	275	3	.0036	.00017	.047
Continuus communis	1	139	135		140	5			.024
Typhus		8	8		8				.0013
Typhoides		27	26	1	27		.037	.00017	.0046
Ieterodes		2	1	1	2		.5	.00017	.00034
II. <i>Erythematosa</i> :									
Erysipelas		29	29		29				.0049
Scarlatina		1	1		1				.00017
Rubeola		23	23		23				.0039
Variola		26	21	5	26		.19	.00086	.0044
Varioloides		26	26		26				.0044
Urticaria		2	2		2				.00034
Dengue		55	50		55	5			.0094
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		14	12		14	2			.0024
Glossitis		1	1		1				.00017
Tonillitis		5	157	159	162	3			.0279
Parotitis			32	32	32				.0055
Oesophagitis			5	5	5				.00086
Dyspepsia		1	40	38	41	3			.007
Gastritis			25	24	1	25	.04	.00017	.0043
Hematemesis			2	2	2				.00034
Cholera communis			21	21	21				.0036
Hepatitis acuta			49	48	49	1			.0084
Hepatitis chronica			11	11	11				.0018
Icterus		1	18	18	19	1			.0032
Splenitis			1	1	1				.00017
Peritonitis			5	4	1	5	.2	.00017	.00086
Enteritis			9	6	1	9	.11	.00017	.0015
Constipatio		1	119	120	120				.02
Diarrhoea acuta		1	588	585	589	4			.1
Diarrhoea chronica			28	28	1	29	.034	.00017	.0049
Dysentery acuta			149	147	1	149	.0067	.00017	.025
Dysentery chronica			14	14		14			.0024
Colica			100	99		100	1		.0172
Gastrodynia			3	3		3			.0005
Hemorrhoids		1	37	37	38	1			.0065
Fistula ani			7	6		7			.0012
Prolapsus ani			2	2		2			.00034
Vermes			3	3		3			.0005
Pharyngitis			5	5		5			.00086
Vomitus			1	1		1			.00017
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria			7	7		7			.0012
Asthma			11	11		11			.0018
Bronchitis acuta		4	139	136	143	7			.024
Bronchitis chronica		2	50	51	52	1			.0089
Catarrhus		16	549	552	565	13			.097
Laryngitis			30	30	30				.0051
Hemoptysis			22	20		22	2		.0037
Pleuritis		3	99	93	102	9			.0175
Pneumonia		5	70	68	5	75	.066	.00086	.0129
Phthisis pulmonalis			53	51	1	53	.018	.00017	.009
Influenza		3	90	93		93			.016
Pleurodynia			20	18		20	2		.0034
Epistaxis			2	2		2			.00034
CLASS 4.—Diseases of the Circulatory System.									
I. <i>General</i> :									
Anemia			22	22		22			.0037
II. <i>Of Heart</i> :									
Palpitatio			37	35		37	2		.0063
Carditis			1	1		1			.00017
Endocarditis			3	3		3			.0005
Pericarditis			1	4	5	5			.00086

North Atlantic squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
II. Of Heart:									
Dilatatio.....		3	2	1	3		.33	.00017	.0005
Hypertrophis.....		7	6		7	1			.0012
Angina pectoris.....	1	2	3		3				.0005
III. Of Blood Vessels:									
Aneurismus.....		1	1		1				.00017
Phlebitis.....		1	1		1				.00017
Varix.....		13	13		13				.0022
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio.....		1	1		1				.00017
Meningitis.....		5	5		5				.00086
Cerebritis.....		9	8	1	9		.11	.00017	.0015
Paralysis.....		6	6		6				.001
Epilepsia.....	1	33	34		34				.0058
Neuralgia.....		61	60		61	1			.01
Tetanus.....		1	1		1				.00017
Mania.....		2	2		2				.00034
Dementia.....		5	5		5				.00086
Hypochondriasis.....		2	2		2				.00034
Irritium tremens.....	1	11	12		12				.002
Delirium spinalls.....		4	4		4				.00068
Cephalalgia.....		76	74		76	2			.013
Vertigo.....		2	2		2				.00034
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen.....		3	3		3				.0005
b. Prurigo.....		3	3		3				.0005
2. Pustular—									
a. Impetigo.....		1	1		1				.00017
b. Porrigo.....		1			1	1			.00017
c. Ecthyma.....		5	5		5				.00086
3. Squamous—									
a. Psoriasis.....		5	4		5	1			.00086
4. Vesicular—									
A. Vesiculæ—									
a. Herpes.....		6	6		6				.001
b. Psora.....		8	8		8				.0013
c. Eczema.....		4	4		4				.00068
B. Bullæ—a. Rupia.....									
		1	1		1				.00017
II. Cellular:									
Furunculus.....	2	201	197		203	6			.0349
Anthrax.....	1	15	16		16				.0027
Abscessus.....	2	178	174		180	6			.03
Ulcus.....	4	86	85		90	5			.015
Tumor.....		10	10		10				.0017
Adenitis.....	1	32	30		33	3			.0456
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago.....		2	2		2				.00034
Rheumatismus acutus.....	7	246	244		253	9			.043
Rheumatismus chronicus.....	9	184	186		193	7			.033
II. Of Bones:									
Odontalgia.....		15	15		15				.0025
Caries.....		1	1		1				.00017
Necrosis.....		4	4		4				.00068
III. Of Joints:									
Coxalgia.....		4	4		4				.00068
Synovitis.....		12	12		12				.002
Paronychia.....	3	120	118		123	5			.021
Anchylosis.....		1	1		1				.00017
Periostitis.....		5	5		5				.00086
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.....									
		9	9		9				.0015
b. Ascites.....									
		3	3		3				.0005

North Atlantic squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		17	17		17				.0029
Ichuria renalis		3	3		3				.0005
Diabetes	1	1	2		2				.00034
Albuminuria		1	1		1				.00017
Hæmaturia		3	3		3				.0005
Cystitis		10	9		10	1			.0017
Enuresis		6	6		6				.001
Dysuria		3	3		3				.0005
Calculus		5	5		5				.00086
Gonorrhœa	9	154	158		163	5			.028
Phimosis		8	7		8	1			.0013
Paraphimosis		5	5		5				.00086
Urethra strictura	2	24	25		26	1			.0044
Syphilis primary	9	118	119		127	8			.0218
Syphilis secondary	2	63	62		65	3			.011
Orchitis	4	70	73		74	1			.0127
Hydrocele		4	4		4				.00068
Balanitis		3	3		3				.0005
Variocœle		12	12		12				.002
Spermatorrhœa		4	2		4	2			.00068
CLASS 10.—Cæchezia and Malignant Diseases.									
Adynamia		83	82		83	1			.014
Scrofula		3	3		3				.0005
Scorbutus		16	14		16	2			.0027
Carcinoma		1	1		1				.00017
Purpura		1	1		1				.00017
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis	3	48	51		51				.0067
Ophthalmia	1	24	24		25	1			.0043
Iritis		8	6		8				.0013
Amaurosis		2	2		2				.00034
Corœctia		1	1		1				.00017
Nyctalopia		4	4		4				.00068
Pterygium	1	4	5		5				.00086
Fistula lachrymalis		3	3		3				.0005
II. Of Ear:									
Otalgia		6	6		6				.001
Otitis		18	18		18				.0031
Otorrhœa		9	9		9				.0015
Surditas		2	2		2				.00034
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		8	8		8				.0013
Vulnus—									
Vulnus laceratum		2	2		2				.00034
Vulnus incisum	2	74	72		76	4			.013
Vulnus punctum	2	26	30		30				.0051
Vulnus contusum		154	149		154	5			.026
Vulnus sclopeticum	1	65	51	15	66		.22	.0025	.011
Hernia	3	33	36		36				.0062
Fractura	1	24	24		25	1			.0043
Laxatio		15	14		15	1			.0025
Subluxatio	1	92	92		93	1			.016
Contusio	3	264	265		267	2			.042
Ambusio	1	32	32		33	1			.0056
Abrasio		19	19		19				.0032
Pernio	2	9	11		11				.0118
Submersio		10		10	10			.0017	.0017
Total	137	7,060	6,979	52	7,197	166	.0072	.0069	1.24

NORTH ATLANTIC SQUADRON.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 10,996; number of vessels, 55.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	7	1,505	1,498	.....	1,512	14	.....	.....	.137
Remittens.....	6	354	348	2	360	10	.0055	.00018	.032
Continua communis.....	1	223	216	.....	224	8	.....	.....	.02
Typhus.....	.....	7	3	3	7	1	.42	.00027	.00063
Typhoides.....	.....	57	47	6	57	4	.10	.00054	.001
Ictero-des.....	.....	5	5	.....	5	.....	.....	.....	.00045
II. Erythematosa:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erysipelas.....	.....	69	67	2	69	.....	.029	.00018	.0062
Scarlatina.....	.....	9	9	.....	9	.....	.....	.....	.00081
Rubeola.....	.....	40	40	.....	40	.....	.....	.....	.0006
Varicella.....	.....	11	10	1	11	.....	.09	.00009	.001
Varioloides.....	.....	10	10	.....	10	.....	.....	.....	.0009
Urticaria.....	.....	2	2	.....	2	.....	.....	.....	.00018
Vaccinia.....	.....	5	5	.....	5	.....	.....	.....	.00045
Vaccinia.....	.....	1	1	.....	1	.....	.....	.....	.00009
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	2	35	36	.....	37	1	.....	.....	.0033
Tonsillitis.....	3	213	216	.....	216	.....	.....	.....	.019
Parotitis.....	.....	122	120	.....	122	2	.....	.....	.011
Gastrodynia.....	.....	1	1	.....	1	.....	.....	.....	.00009
Dyspepsia.....	.....	95	92	.....	95	3	.....	.....	.0006
Gastritis.....	.....	56	56	.....	56	.....	.....	.....	.005
Hæmatemesis.....	.....	2	2	.....	2	.....	.....	.....	.00018
Cholera communis.....	6	64	68	1	70	1	.014	.00009	.0063
Hepatitis acuta.....	.....	85	82	.....	85	3	.....	.....	.0077
Hepatitis chronica.....	.....	11	11	.....	11	.....	.....	.....	.001
Icterus.....	1	37	37	.....	38	1	.....	.....	.0034
Splenitis.....	.....	4	4	.....	4	.....	.....	.....	.00036
Peritonitis.....	.....	6	4	2	6	.....	.33	.00018	.00054
Enteritis.....	2	15	17	.....	17	.....	.....	.....	.0015
Constipation.....	.....	398	397	1	398	.....	.0025	.00009	.036
Diarrhoea acuta.....	3	1,186	1,179	1	1,189	9	.00084	.00009	.1
Diarrhoea chronica.....	1	131	125	1	132	6	.0075	.00009	.012
Dysentery acuta.....	1	257	253	5	258	.....	.019	.00045	.023
Dysentery chronica.....	.....	37	37	.....	37	.....	.....	.....	.0033
Colica.....	.....	211	209	.....	211	2	.....	.....	.019
Hæmorrhoids.....	1	111	110	.....	112	2	.....	.....	.01
Fistula ani.....	.....	7	7	.....	7	.....	.....	.....	.00063
Prolapsus ani.....	.....	3	3	.....	3	.....	.....	.....	.00027
Vermea.....	.....	3	3	.....	3	.....	.....	.....	.00027
Fistula perinæ.....	.....	1	1	.....	1	.....	.....	.....	.00009
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria.....	.....	1	.....	1	1	.....	.1	.00009	.00009
Asthma.....	.....	32	29	.....	32	3	.....	.....	.0029
Bronchitis acuta.....	5	579	554	2	584	28	.0034	.00018	.053
Bronchitis chronica.....	2	121	115	.....	123	8	.....	.....	.011
Catarrhus.....	14	848	842	.....	862	20	.....	.....	.078
Laryngitis.....	.....	52	45	.....	52	7	.....	.....	.0047
Hæmoptysis.....	1	30	30	.....	31	1	.....	.....	.0028
Pleuritis.....	6	182	178	1	188	9	.0053	.00009	.017
Pneumonia.....	.....	132	113	10	132	9	.075	.0009	.012
Phthisis pulmonalis.....	1	101	89	5	102	8	.049	.00045	.0089
Influenza.....	1	34	35	.....	35	.....	.....	.....	.003
Pleurodynia.....	2	47	48	.....	49	1	.....	.....	.0044
Epi-staxis.....	.....	2	2	.....	2	.....	.....	.....	.00018
CLASS 4.—Diseases of the Circulatory System.									
I. General:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Anæmia.....	.....	52	51	1	52	.....	.019	.00009	.0047
Plethora.....	.....	15	15	.....	15	.....	.....	.....	.0013

North Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
II. Of Heart :									
Syncope		1	1		1				.00009
Palpitation	2	70	68		72	4			.0085
Carditis		11	11		11				.001
Endocarditis		5	4		5				.00045
Pericarditis		6	4		6	2			.00054
Dilatatio		2	2		2				.00018
Hypertrophia	1	19	19	1	20		.05	.00009	.0018
Angina pectoris		13	12	1	13		.076	.00009	.0011
III. Of Blood Vessels :									
Aneurismus		2	2		2				.00018
Phlebitis		1	1		1				.00009
Varix		16	15		16	1			.0014
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		6	6		6				.00054
Meningitis		1		1	1		.1	.00009	.00009
Cerebritis		5	4	1	5		.2	.00009	.00045
Apoplexia		6	2	4	6		.66	.00036	.00054
Paralysis		15	14		15	1			.0013
Epilepsia		73	71	1	73	1	.013	.00009	.0068
Neuralgia	2	111	110		113	3			.01
Tetanus		1	1		1				.00009
Mania		3	2		3	1			.00027
Dementia		14	14		14				.0012
Melancholia		6	6		6				.00054
Hypochondriasis		4	4		4				.00036
Delirium tremens		11	11		11				.001
Irritatio spinalis		27	25		27	2			.0024
Vertigo		1	1		1				.00009
Convulsions		3	3		3				.00027
Hysteria		2	2		2				.00018
Cephalalgia	2	153	153		155	2			.014
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous :									
1. Papular—									
a. Lichen		9	9		9				.00091
b. Prurigo		7	7		7				.00063
2. Pustular—									
a. Impetigo		21	21		21				.0019
b. Tinea	1		1		1				.00009
c. Ecthyma		13	13		13				.0011
d. Acne		3	2		3	1			.00027
3. Squamous—									
a. Lepra		2	2		2				.00018
b. Psoriasis	1	3	4		4				.00036
4. Vesicular—									
A. Vesiculæ—									
a. Herpes		20	18		20	2			.0018
b. Psora		17	16	1	17		.058	.00009	.0015
c. Eczema		28	27		28	1			.0025
B. Bullæ—a. Pemphigus		6	6		6				.00054
II. Cellular :									
Furunculus	5	302	304		307	3			.0279
Anthrax		27	26		27	1			.0024
Abcessus	4	320	313		324	11			.029
Ulcus	4	106	90	1	110	10	.009	.00009	.01
Tumor		18	18		18				.0016
Adentis	3	53	54		56	2			.005
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General :									
Lumbago		4	4		4				.00036
Fodagra		2	2		2				.00018
Rheumatismus acutus	8	532	518		540	22			.049
Rheumatismus chronicus	9	362	346		371	25			.033

North Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 7.—Continued.									
II. Of Bones:									
Odontalgia.....		58	58		58				.0052
Necrosis.....		4	4		4				.00036
III. Of Joints:									
Coxalgia.....		1	1		1				.00009
Synovitis.....		23	21		23	2			.002
Paronychia.....	5	184	184		189	5			.017
Anchylolysis.....		3	3		3				.00027
Periostitis.....		7	7		7				.00063
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—									
a. Anasarca.....		16	15		16	1			.0014
b. Ascites.....		9	8	1	9		.11	.00009	.00081
c. Hydrothorax.....		1	1		1				.00009
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....	1	36	33		37	4			.0033
Ichuria renalis.....		10	8	1	10	1	.1	.00009	.0009
Diabetes.....		6	6		6				.00054
Albuminuria.....		4	4		4				.00036
Hæmaturia.....		3	3		3				.00027
Cystitis.....		7	7		7				.00063
Enuresis.....		8	8		8				.00072
Dysuria.....		10	10		10				.0009
Gonorrhœa.....	5	198	198		203	5			.018
Phimosis.....	1	12	13		13				.0011
Paraphimosis.....		3	3		3				.00027
Urethræ strictura.....	1	30	28		31	3			.0028
Syphilis primary.....	8	232	232		240	8			.021
Syphilis secondary.....	4	164	158		168	10			.015
Syphilis tertiary.....		4	2	1	4	1	.25	.00009	.00036
Orchitis.....	3	133	134		136	2			.012
Hydrocele.....		4	3		4	1			.00036
Varicocele.....		15	15		15				.0013
Spermatorrhœa.....	2	3	5		5				.00045
CLASS 10.—Cachexia and Malignant Diseases.									
Adynamia.....	1	201	198	1	202	3	.0049	.00009	.018
Scrofula.....		16	14		16	2			.0014
Scorbutus.....		24	23	1	24		.041	.00009	.0021
Carcinoma.....	1	1	1		1				.00009
Purpura.....		1	1		1				.00009
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis.....	1	83	80		84	4			.0076
Ophthalmia.....	1	45	45		46	1			.0041
Iritis.....		8	8		8				.00072
Cornetia.....		1	1		1				.00009
Amaurosis.....		12	12		12				.001
Hemeralopia.....		15	14		15	1			.0013
Nyctalopia.....		4	4		4				.00036
Cataracta.....		2	2		2				.00018
Pterygium.....		1	1		1				.00009
Fistula lachrymalis.....		1	1		1				.00009
II. Of Ear:									
Otalgia.....		36	35		36	1			.0032
Otitis.....		24	23		24	1			.0021
Otorrhœa.....		22	20		22	2			.002
Surditas.....		5	3		5	2			.00045

North Atlantic squadron, from Jan. 1, 1864, to Dec, 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....		11	7	3	11	1	.27	.00097	.001
<i>Vulnus—</i>									
Vulnus laceratum.....		19	10		12	2			.001
Vulnus incisum.....	4	146	145	1	150	3	.0066	.00009	.013
Vulnus punctum.....	1	49	47		50	3			.0045
Vulnus contusum.....	4	323	308		327	19			.028
Vulnus sclopeticum.....		105	58	41	105	6	.39	.0037	.0085
Hernia.....	2	68	67		70	3			.0063
Fractura.....		100	88	8	100	4	.06	.00072	.009
Luxatio.....		28	28		28				.0025
Subluxatio.....	3	135	133		136	5			.0125
Contusio.....	3	409	306		412	14			.0374
Ambustio.....	1	112	102	2	113	9	.017	.00018	.01
Abrasio.....		42	42		42				.0038
Fernio.....		28	27		28	1			.0025
Amputatio.....		3	3		3				.00027
Congestio.....		1	1		1				.00009
Submersio.....		38		38	38		.38	.0034	.0034
Total.....	160	13,359	12,977	154	13,519	388	.0113	.014	1.23

NORTH ATLANTIC SQUADRON.

From January 1, 1865, to June 30, 1865. Average number of ships' companies 5,807 number of vessels 120.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febrilia.									
I. Intermittens.....	9	337	336	1	346	9	.0028	.00017	.059
Remittens.....	8	42	48	1	50	1	.02	.00017	.0086
Continua communia.....	5	61	60	2	66	4	.03	.00034	.011
Typhus.....	1	0	1		1				.00017
Typhoides.....	9	25	19	7	27	1	.259	.0012	.0046
Icteroidea.....		6	6		6				.001
II. Exanthemata:									
Erysipelas.....		23	23		23				.0039
Rubeola.....		1	1		1				.00017
Varioloides.....		2	2		2				.00034
Varicella.....		1	1		1				.00017
Urticaria.....		3	3		3				.00051
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	1	14	15		15				.0025
Tonsillitis.....	1	64	65		65				.011
Parotitis.....	1	16	17		17				.0029
Dyspepsia.....		16	15		16	1			.0027
Gastritis.....		13	12		13	1			.0029
Cholera communis.....		5	5		5				.0008
Hepatitis acuta.....	1	8	9		9				.0015
Hepatitis chronica.....		2	2		2				.0003
Icterus.....		16	10	1	16	5	.062	.00017	.0027
Splenitis.....		1	1		1				.0001

North Atlantic squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 2.—Continued.									
Enteritis.....		1		1	1		.1	.00017	
Constipation.....		146	144		146	2		.025	
Diarrhœa acuta.....	6	176	182		182			.031	
Diarrhœa chronica.....	6	22	28		28			.0048	
Dysentery acuta.....		36	32		36	4		.0061	
Dysentery chronica.....		3	3		3			.00051	
Colica.....	1	25	25		26	1		.0044	
Hæmorrhoids.....	2	19	21		21			.0036	
Fistula ani.....		3	3		3			.00051	
Prolapsus ani.....		2	2		2			.00034	
Pharyngitis.....		1	1		1			.00017	
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria.....		2	2		2			.00034	
Asthma.....		3	3		3			.00051	
Bronchitis acuta.....	13	204	217		217			.037	
Bronchitis chronica.....	6	43	48		49	1		.0084	
Catarrhus.....	10	302	311		312	1		.053	
Laryngitis.....	4	15	19		19			.0032	
Hæmoptysis.....		6	6		6			.001	
Pleuritis.....	6	54	57	1	60	2	.0166	.00017	.01
Pneumonia.....	4	42	43	2	46	1	.043	.00034	.00079
Phtisis pulmonalis.....	4	48	47	3	52	2	.057	.00051	.0089
Influenza.....		112	112		112			.019	
Pleurodynia.....	1	8	9		9			.0015	
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....	1	17	17		18	1			.003
II. Of Heart:									
Palpitation.....	2	15	16		17	1			.0029
Carditis.....		1	1		1				.00017
Endocarditis.....		3	3		3				.00051
Pericarditis.....	1	3	4		4				.00068
Dilatation.....		2	2		2				.00034
Hypertrophia.....		1	1		1				.00017
Angina pectoris.....		4	4		4				.00068
III. Of Blood Vessels:									
Varix.....	1	0	1		1				.00017
CLASS 5.—Diseases of the Brain and Nervous System.									
Cerebritis.....	1	2	2		2				.00034
Paralysis.....	1	5	6		6				.001
Epilepsia.....	1	17	13	5	18		.27	.00086	.003
Neuralgia.....	1	26	27		27				.0046
Mania.....		2	2		2				.00034
Dementia.....		2	2		2				.00034
Melancholia.....		1	1		1				.00017
Hysteria.....		1	1		1				.00017
Irritatio spinalis.....	2	2	4		4				.00068
Cephalalgia.....	1	13	14		14				.0084
Concussio spinalis.....		3	3		3				.00051
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen.....		1	1		1				.00017
b. Prurigo.....		1	1		1				.00017
2. Pustular—									
a. Impetigo.....		2	2		2				.00034
b. Acne.....	1	3	4		4				.00068
4. Vesicular—									
A. Vesiculae—									
a. Herpes.....	2	2	4		4				.00068
b. Psora.....		8	8		8				.0013
c. Eczema.....		22	22		22				.0038

North Atlantic squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
B. Bullæ—a. Pemphigus.....									
		1	1		1				.00017
II. Cellular:									
Furunculæ.....	3	42	45		45				.0077
Anthrax.....		3	3		3				.00051
Abscessus.....	8	66	74		74				.0127
Ulcus.....	6	21	26		27	1			.0046
Tumor.....		7	7		7				.0012
Adenitis.....		23	21		23	2			.0039
CLASS 7.—Diseases of Fibrous, Muscular, and Oseous Systems.									
I. General:									
Lumbago.....		1	1		1				.00017
Rheumatismus acutus.....	5	170	171	3	175	1	.017	.00051	.03
Rheumatismus chronicus.....	19	96	112		115	3			.019
II. Of Bones:									
Odontalgia.....		15	15		15				.0025
Caries.....		1	1		1				.00017
Necrosis.....		2	2		2				.00034
III. Of Joints:									
Synovitis.....	1	4	5		5				.00086
Paronychia.....	3	53	52		56	4			.0096
Anchylosis.....		1			1	1			.00017
Periostitis.....		1	1		1	1			.00017
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.....									
		3	3		3				.00051
b. Ascites.....									
		4	4		4				.00068
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....	3	8	10		11	1			.0018
Albuminuria.....		1	1		1				.00017
Hæmaturia.....		1	1		1				.00017
Cystitis.....		1	1		1				.00017
Enuresis.....		3	3		3				.00051
Dysuria.....		1	1		1				.00017
Calculus.....		1	1		1				.00017
Gonorrhœa.....		66	65		66	1			.011
Phimosis.....		11	11		11				.0018
Paraphimosis.....		3	3		3				.00051
Urethra Strictura.....	3	6	9		9				.0015
Syphilis primary.....	3	28	29		31	2			.0053
Syphilis secondary.....	8	37	42		45	3			.0077
Orcbitis.....	1	28	27		29	2			.0049
Hydrocele.....	1	14	15		15				.0025
Varicocele.....		4	3		4	1			.00068
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia.....	3	36	38		39	1			.0067
Scrofula.....		9	9		9				.0015
Scorbutus.....		5	5		5				.00068
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis.....	2	19	21		21				.0036
Ophthalmia.....	1	16	17		17				.0029
Amaurosis.....		2	2		2				.00034
Hemeralopia.....		1	1		1				.00017
Cataracta.....		1	1		1				.00017
Pterygium.....		2	2		2				.00034

North Atlantic squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 11—Continued.									
II. Of Ear:									
Otalgia	1	5	6		6				.001
Otitis	1	1	2		2				.0004
Otorrhœa	2	2	2		6				.0013
Surditas		1	1		1				.00017
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		3	3		3				.00051
<i>Vulnus</i> —									
Vulnus laceratum	1	1	2		2				.00024
Vulnus incisum	1	24	25		25				.0043
Vulnus punctum	1	17	18		18				.003
Vulnus scotum	10	63	69	3	73	1	.041	.00051	.018
Vulnus sclopeticum	3	104	87	20	107		.186	.00034	.018
Hernia	2	12	14		14				.0024
Fractura	4	20	24		24				.0041
Luxatio		3	2		3	1			.00051
Subluxatio	4	43	47		47				.008
Contusio	9	91	100		100				.017
Ambustio	7	13	20		20				.0034
Abrasio		49	49		49				.0084
Perno	1	12	13		13				.0022
Amputatio		1	1		1				.00017
Submersio		5		5	5	5		.00086	.00086
Total	223	3,380	3,485	55	3,603	63	.0152	.0094	.62

SOUTH ATLANTIC SQUADRON.

Established in October, 1861, embracing the coasts of South Carolina, Georgia, and the eastern part of the Florida peninsula. From October 1, 1861, to December 31, 1861; average number of ships' companies, 5,693; total number of vessels in squadron, 31.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.									
Intermittens	5	52	55		57	2			.01
Remittens		13	13		13				.0022
Continua communis	2	33	30		35	5			.0061
Typhoides	5	3	7		8	1			.0014
II. <i>Ezanthemata</i> :									
Erysipelas		3	2		3	1			.00036
Rubeola		6	6		6				.001
Varioloides		1			1	1			.00017
Urticaria		2	2		2				.00035
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		21	21		21				.0036
Tonsillitis	2	24	26		26				.0045
Parotitis		4	4		4				.0007
Dyspepsia	1	9	10		10				.0017
Gastritis		10	9		10	1			.0017
Cholera communis		5	5		5				.00087
Icterus	1	2	2		3	1			.00032

South Atlantic squadron, from Oct. 1, 1861, to Dec. 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 2—Continued.									
Peritonitis		1	1		1				.00017
Enteritis		1	1		1				.00017
Constipatio		13	13		13				.0022
Diarrhœa acuta	7	126	129		133	4			.023
Diarrhœa chronica		4	4		4				.0007
Dysentery acuta		37	33		37	4			.0065
Dysentery chronica		1			1	1			.00017
Cólica		13	12		13	1			.0022
Hæmorrhœis		14	14		14				.0024
Vermes		2	2		2				.00035
CLASS 3.—Diseases of the Respiratory System.									
Asthma		2	2		2				.00035
Bronchitis acuta	1	45	44		46	2			.008
Bronchitis chronica		3	2		3	1			.00052
Catarrhus	9	319	298		328	30			.057
Laryngitis		1	1		1				.00017
Hæmoptysis		7	7		7				.0012
Pleuritis	1	18	19		19				.0033
Epistaxis		1	1		1				.00017
Phthisis pulmonalis	2	19	17		21	4			.0036
Influenza	7	15	22		22				.0038
Pleurodynia	1	3	3		4	1			.0007
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia		2	2		2				.00035
II. Of Heart:									
Palpitatio		6	4		6	2			.001
Endocarditis		1			1	1			.00017
Hypertrophia		2	1		2	1			.00035
Angina pectoris		2	2		2				.00035
III. Of Blood Vessels:									
Aneurismus		1	1		1				.00017
Varix		1			1	1			.00017
CLASS 5.—Diseases of the Brain and Nervous System.									
Cephalalgia		3	3		3				.00052
Cerebritis		1	1		1				.00017
Epilepsia	1	11	9		12	3			.0021
Nouralgia	1	16	16		17	1			.0029
Dementia		1	1		1				.00017
Melancholia		2	2		2				.00035
Delirium tremens		3	3		3				.00052
Irritatio spinalis		1	1		1				.00017
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		1	1		1				.00017
2. Pustular—									
a. Impetigo		1	1		1				.00017
b. Acne		1	1		1				.00017
3. Vesicular—									
A. Vesiculae—									
a. Herpes		2	1		2	1			.00035
II. Cellular:									
Furunculæ	2	49	51		51				.0089
Anthrax		3	1		3	2			.00052
Abcessus	1	36	33		37	4			.0065
Ulcus		16	15		16	1			.0028
Tumor		8	8		8				.0014
Adenitis	1	5	5		6	1			.001

South Atlantic squadron, from Oct. 1, 1861, to Dec. 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra		1			1	1			.00017
Rheumatismus acutus	3	93	86		96	10			.016
Rheumatismus chronicus	4	35	32		39	7			.0068
II. Of Bones:									
Odontalgia		1	1		1				.00017
III. Of Joints:									
Paronychia	1	48	42		49	7			.0086
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		1	1		1				.00017
Cystitis		1	1		1				.00017
Enuresis		16	12		16	4			.0028
Dysuria		1	1		1				.00017
Calculus		1			1	1			.00017
Gonorrhœa	1	23	22		24	2			.0042
Paraphimosis	1				1				.00017
Urethra strictura		8	6	1	8	1	.125	.00017	.0014
Syphilis primary	2	30	29		32	3			.0056
Syphilis secondary	2	15	14		17	3			.0029
Orchitis	1	14	12		15	3			.0026
Prostatitis	1		1		1				.00017
Varicocele		1	1		1				.00017
CLASS 10.—Cachexia and Malignant Diseases.									
Adynamia		6	2		6	4			.001
Scrofula		4	3		4	1			.0007
Scorbutus	2	25	24		27	3			.0047
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eyes:									
Conjunctivitis		4	4		4				.0007
Ophthalmia	2	20	18		20	2			.0035
Iritis		2	2		2				.00035
Amanroosis		1	1		1				.00017
II. Of Ear:									
Otalgia		2	2		2				.00035
Otitis		5	5		5				.00087
Surditas		1	1		1				.00017
CLASS 12.—Injuries and Displacements.									
Concusio cerebri		3	1	2	3		.66	.00035	.00058
Vulnus incisum		19	19		19				.0133
Vulnus punctum		3	2		3	1			.00058
Vulnus contusum	8	47	46		55	9			.0096
Vulnus sclopeticum	1	25	17	8	26	1	.3	.0014	.0045
Hernia	1	4	5		5				.00087
Fractura		6	5	1	6		.16	.00017	.001
Luxatio		3	3		3				.00058
Subluxatio		17	17		17				.0029
Contusio	8	49	54		57	3			.01
Ambusio		12	11		12	1			.0021
Abrasio		1	8	9	9				.0015
Total	87	1,563	1,493	12	1,650	145	.0072	.0021	.289

SOUTH ATLANTIC SQUADRON.

From January 1, 1862, to December 31, 1862. Average number of ships' companies, 5,722; number of vessels, 52.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.....	4	377	308		311	3			.054
Remittens.....		176	172	4	176		.022	.00069	.03
Continua communis.....	5	79	90	1	84	3	.011	.00017	.014
Typhoides.....	1	15	14	2	16		.125	.00034	.0027
Icterodes.....		3	3		3				.00052
II. Exanthemata:									
Erysipelas.....		26	26	2	28		.071	.00034	.0048
Scarlatina.....		1	1		1				.00017
Rubeola.....		14	12	2	14		.142	.00034	.0024
Varioloides.....	1	3	4		4				.00069
Varicella.....		1	1		1				.00017
Urticaria.....		13	13		13				.0022
Miliaria.....		1	1		1				.00017
Vaccinia.....		1	1		1				.00017
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....		12	10		12	2			.002
Tonsillitis.....		119	118		119	1			.02
Parotitis.....		10	10		10				.0017
Stricture recti.....		1	1		1				.00017
Dyspepsia.....		58	57		58	1			.01
Gastritis.....		28	28		28	1			.0048
Hæmatemesis.....		2	2		2				.00034
Cholera communis.....		28	28		28				.0048
Hepatitis acuta.....		24	24		24				.0041
Hepatitis chronica.....		17	16		17	1			.0029
Icterus.....	1	25	26		26				.0045
Peritonitis.....		2	2		2				.00034
Enteritis.....		5	4	1	5	2		.00017	.00087
Constipatio.....		138	137		138	1			.024
Diarrhœa acuta.....	3	372	373		375	2			.065
Diarrhœa chronica.....		34	30	1	34	3	.029	.00017	.0059
Dysentery acuta.....		173	170	2	173	1	.011	.00034	.03
Dysentery chronica.....	2	4	6		6				.001
Colica.....		48	48		48				.0083
Hæmorrhoids.....		51	49		51	2			.0089
Fistula ani.....		3	3		3				.00052
Prolapsus ani.....		2	2		2				.00034
Vermes.....		2	2		2				.00034
Pharyngitis.....		3	3		3				.00052
CLASS 3.—Diseases of the Respiratory System.									
Asthma.....		14	13		14	1			.0094
Bronchitis acuta.....		166	156	1	166	9	.006	.00017	.029
Bronchitis chronica.....	1	32	21		33	2			.0057
Catarrhus.....	12	667	657		679	22			.118
Laryngitis.....		24	23	1	24		.041	.00017	.0041
Hæmoptysis.....		27	26	1	27		.037	.00017	.0047
Pleuritis.....	3	119	118		119	1			.02
Pneumonia.....	3	60	57	1	63	5	.016	.00017	.011
Phthisis pulmonalis.....	3	56	57		59	2			.01
Influenza.....		86	85		86	1			.015
Pneurodynia.....	1	21	21		22				.0038
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		21	21		21				.0036
Plethora.....		1	1		1				.00017
II. Of Heart:									
Palpitatio.....	2	27	26		29	1			.005
Carditis.....		3	3		3				.00052
Endocarditis.....		5	5		5				.00087
Pericarditis.....		2	2		2				.00034

South Atlantic squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
Dilatatio		1	1		1				.00017
Hypertrophia	1	9	9		10	1			.0017
Angina pectoris		4	1	1	4		.25	.00017	.00069
III. Of Blood Vessels:									
Aneurismus		3	3		3				.00052
Varix	1	7	8		8				.0013
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		7	7		7				.0019
Cerebritis		4	4		4				.00069
Apoplexia		3	1	2	3		.66	.00034	.00032
Paralysis		3	3		3				.00052
Epilepsia	2	39	39	1	41	1	.024	.00017	.0071
Neuralgia		69	67		69	2			.012
Mania		5	5		5				.00067
Dementia		4	4		4				.00069
Melancholia		1	1		1				.00017
Hypochondriasis		1	1		1				.0019
Delirium tremens		11	11		11				.00052
Irritatio spinalis		3	3		3				.0089
Cephalalgia		51	50		51	1			.00034
Vertigo		2	2		2				
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular:									
a. Lichen		8	8		8				.0013
b. Prurigo		3	3		3				.00052
2. Pustular:									
a. Impetigo		6	6		6				.001
b. Ecthyma		3	3		3				.00052
c. Acne		1	1		1				.00017
3. Squamous:									
a. Psoriasis		2	2		2				.00034
4. Vesicular:									
A. Vesiculæ—									
a. Herpes		14	14		14				.0024
b. Psora		5	5		5				.00067
c. Eczema		19	19		19				.0033
B. Bullæ—									
a. Rupia		2	2		2				.00034
II. Cellular:									
Furunculus		350	343		350	7			.061
Anthrax	2	12	13		14	1			.0024
Abscessus	1	137	134		138	4			.024
Ulcus	1	58	52		59	7			.01
Tumor	1	5	6		6				.001
Adenitis	1	14	15		15				.0026
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra		1	1		1				.0017
Rheumatismus acutus	4	335	328	1	339	10	.0029	.00017	.059
Rheumatismus chronicus	4	190	181		194	13			.033
II. Of Bones:									
Odontalgia		2	14	16	16				.0027
Caries		2	2		2				.00034
Necrosis		1	1		1				.00017
III. Of Joints:									
Synovitis		22	18		22	4			.0036
Hydrarthrus		2	1		2	1			.00034
Paronychia	5	93	96		96	2			.0171
Anchylosis		2	2		2				.00034
Periostitis		7	7		7				.0012
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—									
a. Anasarca		5	5		5				.00087
b. Ascites		6	6		6				.001

South Atlantic squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		9	7	1	9	1	.11	.00017	.0015
Ichthua renalis		6	6		6				.001
Diabetes		5	5		5				.00087
Albaminuria		1	1		1				.00017
Hæmaturia		7	6		7	1			.0012
Cystitis		10	10		10				.0017
Enuresis	4	10	14		14				.0024
Dysuria		7	6		7	1			.0012
Calculus		1	1		1				.00017
Gonorrhœa	2	111	104		113	9			.019
Phimosi		5	5		5				.00087
Paraphimosi		1	1		1				.00017
Urethra strictura	1	26	27		27				.0047
Syphilis primary	3	118	116		120	4			.02
Syphilis secondary	3	82	75		85	10			.014
Orchitis		50	53		53				.0082
Hydrocele		1	1		1				.00017
Varicocele		3	3		3				.00032
Balanitis		3	3		3				.00032
CLASS 10.—Cæchezia, and Malignant Diseases.									
Adynamia	1	54	53		55	2			.0086
Scrofala		11	11		11				.0019
Scorbutus	1	11	11		12	1			.002
Marsasmus		1	1		1				.00017
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis		53	51		53	2			.0092
Ophthalmia	1	21	21		22	1			.0038
Iritis	1	2	3		3				.00059
Amaurosis		10	10		10				.0017
Hemeralopia		2	2		2				.00034
Nyctalopia		4	4		4				.00069
Fistula lachrymalis		1	1		1				.00017
II. Of Ear:									
Otalgia		12	12		12				.002
Otitis		11	11		11				.0019
Otorrhœa		5	5		5				.00087
Surditas		2	2		2				.00034
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		12	8	3	12	1	.25	.00059	.002
Vulnus—									
Vulnus laceratum	1	4	5		5				.00087
Vulnus incisum		105	104		105	1			.018
Vulnus punctum		29	28		29	1			.005
Vulnus contusum	2	134	134		136	2			.023
Vulnus sclopeticum	2	63	46	18	65	1	.27	.0031	.011
Hernia		48	45		48	3			.0083
Fractura		29	29		29				.005
Luxatio		8	8		8				.0013
Subluxatio	1	51	52		52				.009
Contusio	2	222	219		224	5			.039
Ambustio		35	30		35	5			.0061
Abrasio		18	18		18				.0031
Pernio		35	35		35				.0061
Suicidium		1	0	1	1		.1	.00017	.0017
Amputatio		1	1		1				.00017
Submersio		0	0	6	6		.6	.001	.001
Total	91	6,137	6,003	53	6,296	172	.0085	.0092	1.088

SOUTH ATLANTIC SQUADRON.

From January 1 1863, to December 31, 1863. Average number of ships' companies, 7,006; number of vessels, 61.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.....	2	509	498	1	511	12	.0019	.00014	.0729
Remittens.....		163	160		163	3			.023
Continua communis.....	2	146	146		148	2			.021
Typhoides.....	2	20	17	4	22	1	.18	.00057	.0031
Icterodes.....		1	1		1				.00014
II. <i>Exanthomata</i> :									
Erysipelas.....		27	26	1	27		.037	.00014	.0038
Rubeola.....		5	5		5				.00071
Variola.....		2	2		2				.00028
Varioloides.....		8	8		8				.0011
Urticaria.....		3	3		3				.00042
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	1	11	12		12				.0017
Tonsillitis.....	1	183	181		184	3			.026
Parotitis.....		46	44		46	2			.0065
Œsophagitis.....		1	1		1				.00014
Stricture Œsophagi.....		1	1		1				.00014
Dyspepsia.....	1	116	117		117				.0167
Gastritis.....		32	32		32				.0045
Hamatemesis.....		3	3		3				.00042
Cholera communis.....		38	37	1	38		.026	.00014	.0054
Hepatitis acuta.....		15	14		15				.0021
Hepatitis chronica.....	1	11	12		12				.0017
Icterus.....		24	24		24				.0034
Splenitis.....		6	6		6				.00065
Peritonitis.....		2	2		2				.00029
Enteritis.....		14	14		14				.0019
Constipation.....	1	142	142		143	1			.02
Diarrhœa acuta.....	2	702	701		704	3			.1
Diarrhœa chronica.....	3	21	23		24	1			.0034
Dysentery acuta.....	1	344	336	4	345	5	.011	.00057	.049
Dysentery chronica.....	1	17	17	1	18		.055	.00014	.0025
Colica.....		167	107		107				.015
Melœna.....	1	1	1		1				.00014
Hœmorrhoids.....	1	63	63		64	1			.0091
Fistula ani.....		5	5		5				.00071
Prolapsus ani.....		2	2		2				.00028
Vermes.....		7	7		7				.00099
Nausea.....		4	4		4				.00057
Pharyngitis.....		10	9	1	10		.1	.00014	.0014
CLASS 3.—Diseases of the Respiratory System.									
Asphyxia.....		1	1		1				.00014
Asthma.....	2	23	25		25				.0085
Bronchitis acuta.....	9	452	440		461	21			.065
Bronchitis chronica.....	2	59	57		61	4			.0067
Catarrhus.....		725	743	1	749	5	.0013	.00014	.1
Laryngitis.....		29	29		29				.0041
Hœmoptysis.....		22	19	1	22	2	.045	.00014	.0031
Pleuritis.....	1	99	96		100	4			.014
Pneumonia.....	4	60	53	6	64	5	.093	.00085	.0091
Phthisis pulmonalis.....	3	82	80	3	85	2	.035	.00042	.012
Influenza.....	1	59	60		60				.0085
Pleurodynia.....		44	44		44				.0062
Emphysema.....		2	2		2				.00028
CLASS 4.—Diseases of the Circulatory System.									
I. <i>General</i> :									
Anœmia.....		56	56		56				.0079
Plethora.....		1	1		1				.00014
II. <i>Of Heart</i> :									
Palpitatio.....		71	67		71	4			.01
Carditis.....		3	1	2	3		.66	.00028	.00042
Endocarditis.....		5	5		5				.00071

South Atlantic squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
Pericarditis		3	1		1				.00014
Dilatatio		1	3		3				.00042
Hypertrophica	1	4	4	1	5		.2	.00014	.00071
Angina pectoris	2	4	6		6				.00085
III. Of Blood Vessels:									
Phlebitis		1	1		1				.00014
Varix		7	7		7				.00099
CLASS 5.—Diseases of the Brain and Nervous System.									
Incolatio		3	3		3				.00042
Meningitis		6	6		6				.00085
Cerebritis		2	1	1	2		.5	.00028	.00028
Apoplexia		2	2		2				.00028
Paralysis		4	4		4				.00057
Epilepsia	1	35	34	2	36		.055	.00028	.00051
Neuralgia	1	82	83		83				.011
Vertigo		11	11		11				.0015
Mania		7	6	1	7		.14	.00014	.00099
Dementia		16	16		16				.0022
Melancholia		4	4		4				.00057
Hypochondriasis		5	4		5	1			.00071
Delirium tremens		5	5		5				.00071
Irritatio spinalis		5	4		5	1			.00071
Concussio spinalis		1	1		1				.00014
Cephalalgia	1	116	117		117				.0167
Mollities cerebri		1	0	1	1		.1	.00014	.00014
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		1	1		1				.00014
b. Prurigo		2	2		2				.00028
2. Pusular—									
a. Impetigo		4	3		4	1			.00057
b. Ecthyma		7	7		7				.00099
c. Acne		11	11		11				.0015
3. Squamous—									
a. Psoriasis		5	5		5				.00071
4. Vesicular—									
A. Vesiculae—									
a. Herpes		16	15		16	1			.0022
b. Psora		3	3		3				.00042
c. Eczema		14	14		14				.0019
B. Bullae—									
a. Pemphigus		4	4		4				.00057
b. Rupia		1	1		1				.00014
II. Cellular:									
Furunculosis	3	483	479		486	7			.069
Anthrax	2	19	20		21	1			.0029
Abcessus	3	192	188		195	7			.027
Ulcus	6	69	73		75	2			.01
Tumor		14	13		14	1			.0019
Adenitis		18	18		18				.0025
Hordeolum		4	4		4				.00057
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago		6	6		6				.00085
Podagra		1	1		1				.00014
Rheumatismus acutus	8	385	384	1	383	8	.0025	.00014	.056
Rheumatismus chronicus	6	420	407	1	426	18	.0023	.00014	.06
II. Of Bones:									
Odontalgia		35	35		35				.0049
Exostosis		3	3		3				.00042
Caries		2	2		2				.00028
Necrosis		1	1		1				.00014

South Atlantic squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 7—Continued.									
III. Of Joints:									
Coxalgia		2	2		2				.0028
Synovitis	2	21	19		23	4			.0032
Hydrarthrus	1	5	6		6				.0065
Paronychia	3	147	144		150	6			.021
Anchylitis		1	1		1				.0014
Periostitis	1	13	12		14	2			.0019
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops— <i>a.</i> Anasarca		2	2		2				.0028
<i>b.</i> Ascites		5	4		5	1			.0071
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	28	27		29	2			.0041
Ischuria renalis		6	6		6				.0065
Diabetes		2	2		2				.0028
Albuminuria	1	3	3		4	1			.0057
Hæmaturia	1	1	2		2				.0028
Cystitis		5	5		5				.0071
Enuresis		14	13		14	1			.0019
Dysuria	1	11	12		12				.0017
Spermatorrhœa		5	4		5	1			.0071
Genorrhœa	8	81	87		89	2			.012
Phimosis		4	4		4				.0057
Paraphimosis		3	3		3				.0043
Urethræ strictura		29	29		29				.0041
Syphilis primary	5	94	95		99	4			.012
Syphilis secondary	7	90	90		97	7			.015
Orchitis	2	63	64		65	1			.0092
Hydrocele		8	8		8				.0011
Atrophis Testis		1	1		1				.0014
Varicocele		22	21		23	1			.0031
Balanitis		1	1		1				.0014
CLASS 10.—Cachexia and Malignant Diseases.									
Adynamia	2	201	201		203	2			.028
Scrofula	1	11	11		12	1			.0017
Scorbutus	1	80	78		81	3			.011
Carcinoma		2	2		2				.0028
Polypus		1	1		1				.0014
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis	2	71	69		73	4			.01
Ophthalmia	1	42	42		43	1			.006
Iritis		4	4		4				.0057
Amaurosis		18	18		18				.0025
Hemeralopia		11	10		11	1			.0015
Nyctalopia		8	8		8				.0011
Cataracta		3	3		3				.0042
Pterygium		2	2		2				.0028
Sclerotitis		3	3		3				.0042
II. Of Ear:									
Otalgia		8	8		8				.0011
Otitis		10	10		10				.0014
Otorrhœa		25	23		25	2			.0035
Surditas		4	4		4				.00057
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		14	13	1	14		.071	.00014	.0019
Vulnus—									
Vulnus laceratum		13	13		13				.0018
Vulnus incisum	1	81	82		82				.011

South Atlantic squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 12—Continued.									
Vulnus punctum	1	38	39	.....	39	.....	.....	.....	.0055
Vulnus contusum	3	180	176	.....	183	7	.....	.....	.026
Vulnus sclopeticum .....	.....	100	65	31	100	4	.31	.0044	.014
Hæmula	1	69	68	1	70	1	.014	.00014	.0099
Fractura .....	.....	52	48	3	52	1	.057	.00042	.0074
Luxatio .....	.....	18	18	.....	18	.....	.....	.....	.0025
Subluxatio	2	111	111	.....	113	2	.....	.....	.016
Contusio	3	328	329	.....	331	2	.....	.....	.047
Ambustio	2	106	104	4	108	.....	.037	.00057	.015
Abrasio .....	.....	39	39	.....	39	.....	.....	.....	.0055
Perno .....	.....	9	9	.....	9	.....	.....	.....	.0012
Amputatio .....	.....	4	2	.....	4	2	.....	.....	.00657
Submersio .....	.....	5	0	5	5	.....	.....	.00071	.00071
Total	152	8,988	8,865	79	9,140	196	.00864	.01126	1.304

SOUTH ATLANTIC SQUADRON.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 6,735; number of vessels, 68.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	8	446	444	.....	454	10	.....	.....	.067
Remittens	2	221	220	2	223	1	.0089	.00029	.033
Continuus communis	2	100	101	.....	102	1	.....	.....	.015
Typhus .....	.....	3	1	2	3	.....	.66	.00029	.0044
Typhoides .....	.....	41	33	4	41	4	.097	.00059	.006
II. Exanthemata:									
Erysipelas .....	.....	23	23	.....	23	.....	.....	.....	.0034
Scarlatina .....	.....	2	2	.....	2	.....	.....	.....	.00029
Rubeola .....	.....	39	39	.....	39	.....	.....	.....	.0057
Variola .....	.....	36	32	4	36	.....	.11	.00059	.053
Variolides .....	.....	35	35	.....	35	.....	.....	.....	.051
Variocella .....	.....	9	9	.....	9	.....	.....	.....	.0013
Urticaria .....	.....	5	5	.....	5	.....	.....	.....	.00074
CLASS 2.—Diseases of the Digestive System.									
Stomatitis .....	.....	17	17	.....	17	.....	.....	.....	.0025
Tonsillitis	2	173	175	.....	175	.....	.....	.....	.025
Parotitis	2	46	47	1	48	.....	.02	.00015	.0071
Œsophagitis .....	.....	3	3	.....	3	.....	.....	.....	.00044
Dyspepsia .....	.....	87	86	.....	87	1	.....	.....	.012
Gæstritis .....	.....	29	28	.....	29	1	.....	.....	.0043
Hæmatemesis .....	.....	2	2	.....	2	.....	.....	.....	.00029
Cholera communis .....	.....	36	36	.....	36	.....	.....	.....	.0053
Hepatitis acuta	1	20	21	.....	21	.....	.....	.....	.0031
Hepatitis chronica .....	.....	14	12	.....	14	2	.....	.....	.002
Icterus .....	.....	27	27	.....	27	.....	.....	.....	.004
Splenitis .....	.....	1	1	.....	1	.....	.....	.....	.00015
Peritonitis .....	.....	3	3	.....	3	.....	.....	.....	.00044
Enteritis .....	.....	14	13	.....	14	1	.....	.....	.002

South Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 2—Continued.									
Constipation.....	1	194	195		195				.029
Diarrhœa acuta.....	2	560	556		562	6			.083
Diarrhœa chronica.....	1	51	51		52	1			.0077
Dysentery acuta.....	4	245	239	4	249	6	.016	.00059	.036
Dysentery chronica.....	1	34	31	1	35	3	.028	.00015	.0051
Colica.....		101	101		101				.014
Hæmorrhoids.....	1	67	67		68	1			.01
Fistula ani.....		10	8		10	2			.0015
Prolapsus ani.....		3	3		3				.00044
Vernex.....		3	3		3				.00044
CLASS 3.—Diseases of the Respiratory System.									
Singultus.....		1	1		1				.00015
Asthma.....		92	90		92	2			.0032
Bronchitis acuta.....	19	391	399	4	410	7	.0097	.00059	.06
Bronchitis chronica.....	4	114	111		118	7			.017
Catarrhus.....	5	460	460		465	5			.069
Laryngitis.....		28	28		28				.0041
Hæmoptysis.....	2	23	25		25				.0037
Pleuritis.....	4	138	134	4	142	4	.028	.00059	.021
Pneumonia.....	5	81	73	7	86	6	.081	.001	.012
Phthisis pulmonalis.....	1	140	124	10	141	7	.07	.0015	.02
Influenza.....		47	45		47	2			.0069
Pleurodynia.....		31	31		31				.0046
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		43	41		43	2			.0063
Plethora.....		1	1		1				.00015
II. Of Heart:									
Palpitation.....	4	82	85		86	1			.012
Carditis.....	6	4	1		6	1	.166	.00015	.00089
Endocarditis.....	6	5	1		6		.166	.00015	.00089
Pericarditis.....	13	12	1		13		.076	.00015	.0019
Dilatation.....	2	2			2				.00029
Hypertrophy.....	5	5			5				.00074
Angina pectoris.....	4	4			4				.00059
III. Of Blood Vessels:									
Varix.....		10	10		10				.0015
CLASS 5.—Diseases of the Brain and Nervous System.									
Inosolatio.....		4	4		4				.00059
Meningitis.....		2	1		2	1			.00029
Cerebritis.....		2	2		2				.00029
Apoplexia.....		1		1	1		L	.00015	.00015
Paralysis.....		8	8		8				.0011
Epilepsia.....		51	49		51	2			.0075
Neuralgia.....		78	76		78	2			.011
Chorea.....		1	1		1				.00015
Mania.....		4	4		4				.00059
Dementia.....		16	13	1	16	2	.062	.00015	.0023
Vertigo.....		3	3		3				.00044
Hypochondriasis.....		4	4		4				.00059
Delirium tremens.....		7	7		7				.001
Irritatio spinalis.....		1	7		8				.0011
Myelitis.....		3	3		3				.00044
Cephalalgia.....		78	78		78				.011
CLASS 6.—Diseases of the Cutaneous and Cellular System.									
I. Cutaneous:									
1. Papular—									
a. Lichen.....		4	4		4				.00059
b. Prurigo.....		1	1		1				.00015
2. Pustular—									
a. Impetigo.....		11	11		11				.0016
b. Ecthyma.....		15	15		15				.0022
c. Acne.....		16	15		16	1			.0023

South Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
3. Squamous—									
a. Psoriasis		1	1		1				.00015
4. Vesicular—									
A. Vesiculae—									
a. Herpes	1	7	7		8	1			.0011
b. Psora		6	6		6				.00089
c. Eczema		5	5		5				.00074
B. Bullae—									
a. Pemphigus		3	3		3				.00044
b. Rupia		1	1		1				.00015
II. Cellular:									
Furunculus	5	403	403		408	5			.06
Anthrax	1	22	23		23				.0034
Abscesses	7	256	259		263	4			.039
Ulcers	2	70	71		72	1			.01
Tumor	1	7	8		8				.0011
Adenitis		23	23		23				.0034
Hordeolum		1	1		1				.00015
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra		5	5		5				.00074
Rheumatismus acutus	8	339	337	2	347	8	.0057	.00029	.051
Rheumatismus chronicus	18	340	345	2	358	11	.0085	.00029	.053
II. Of Bones:									
Odontalgia		29	29		29				.0043
Exostosis		1	1		1				.00015
Necrosis		9	9		9				.0013
III. Of Joints:									
Coxalgia		3	2		3	1			.00044
Synovitis	2	24	25		26	1			.0038
Hydrarthrus		1	1		1				.00015
Paronychia	5	162	160		167	7			.024
Anchylolosis		4	4		4				.00059
Periostitis	2	8	10		10				.0015
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca		8	8		8				.0011
b. Ascites	1	7	6	1	8	1	.12	.00015	.0011
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	2	16	17		18	1			.0026
Icturia renalis		3	3		3				.00044
Diabetes		1	1		1				.00015
Albuminuria		1		1	1		.00015		.00015
Hæmaturia		3	3		3				.00044
Cystitis		9	7		9	2			.0013
Enuresis		4	4		4				.00059
Dysuria		2	2		2				.00029
Calculus		1	1		1				.00013
Gonorrhœa	2	81	81		83	2			.012
Phimosis		2	2		2				.00029
Sarcocele		2	2		2				.00029
Urethræ Strictura		18	17		18	1			.0026
Syphilis primary	3	66	60		69	9			.01
Syphilis secondary	6	81	81		87	6			.012
Orchitis	1	60	58		61	3			.008
Hydrocele		3	3		3				.00044
Hæmatocele		1	1		1				.00015
Varicocele		3	3		3				.00044
Spermatorrhœa	1	1	2		2				.00029

South Atlantic squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 10.—<i>Cachexia, and Malignant Diseases.</i>									
Adynamia	2	165	160	1	167	6	.0059	.00015	.024
Scrofula	1	15	16		16				.0023
Scorbutus	3	12	15		15				.0022
CLASS 11.—<i>Diseases of the Eye and Ear.</i>									
I. <i>Of Eye:</i>									
Conjunctivitis	4	75	73		79	6			.011
Ophthalmia	1	32	33		33				.0049
Iritis		4	4		4				.0059
Cornelitis		1	1		1				.0015
Amanosis		13	13		13				.0019
Hemeralopia		18	18		18				.0025
Nyctalopia		11	11		11				.0016
Pterygium		3	3		3				.0044
Fistula lachrymalis		1	1		1				.0015
II. <i>Of Ear:</i>									
Otalgia		5	5		5				.0074
Otitis		17	16		17	1			.0025
Otorrhœa	2	14	16		16				.0023
CLASS 12.—<i>Injuries and Displacements.</i>									
Concussio cerebri		11	10	1	11		.09	.00015	.0016
<i>Vulnus—</i>									
Vulnus laceratum		4	4		4				.00059
Vulnus incisum		84	82		84	2			.012
Vulnus punctum		40	38		40	2			.0059
Vulnus contusum	7	208	207		215	8			.031
Vulnus sclopeticum	3	83	64	15	86	7	.174	.0022	.012
Hernia	1	64	62		65	3			.0086
Fractura	1	27	25	1	28	2	.035	.00015	.0041
Luxatio		17	17		17				.0025
Subluxatio	2	88	88		90	2			.013
Contusio	2	226	222		228	6			.033
Ambustio		44	41		44	3			.0065
Abrasio		14	14		14				.002
Pernio		2	1		2	1			.0029
Ampnatio	2	7	8		9	1			.013
Submersio		46		46	46		.46	.0068	.0068
Total	171	8, 118	7, 965	118	8, 289	206	.0142	.017	1.23

SOUTH ATLANTIC SQUADRON.

From January 1, 1865, to June 30, 1865. Average number of ships' companies, 6,498 number of vessels, 81.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	10	209	218		219	1			.033
Remittens		88	86	1	88	1	.011	.00015	.013
Continua communis	2	46	48		48				.0073
Typhoides	3	25	20	7	28	1	.25	.001	.0043
II. Exanthemata:									
Erysipelas		14	11	2	14	1	.14	.0003	.0021
Scarlatina		1	1		1				.00015
Rubeola		7	7		7				.001
Variola		15	14	1	15		.066	.00015	.0023
Varicella		1	1		1				.00015
Urticaria		3	3		3				.00046
Millaria		4	4		4				.00061
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		11	11		11				.0016
Tonsillitis		62	62		62				.0025
Parotitis		8	8		8				.0012
Oesophagitis		1	1		1				.00015
Pharyngitis		1	1		1				.00015
Dyspepsia	2	17	19		19				.0029
Gastritis	1	11	11		12	1			.0018
Hæmatemesis		7	7		7				.001
Cholera communis		5	5		5				.00076
Hepatitis acuta		9	8		9	1			.0013
Hepatitis chronica	2	3	5		5				.00076
Icterus		12	11		12	1			.0018
Splenitis		1	1		1				.00015
Enteritis	1	1	2		2				.0003
Constipatio		44	44		44				.0067
Diarrhœa acuta	7	163	164		170	6			.026
Diarrhœa chronica	1	14	15		15				.0023
Dysenteria acuta	4	38	37		42	5			.0064
Dysenteria chronica	3	13	16		16				.0024
Colica		41	41		41				.0063
Ileus		1	1		1				.00015
Hæmorrhœa	3	18	21		21				.0032
Fistula ani	1	2	3		3				.00046
CLASS 3.—Diseases of the Respiratory System.									
Asthma	2	4	6		6				.00092
Bronchitis acuta	7	124	129		131	2			.02
Bronchitis chronica	6	52	55		58	3			.0089
Catarrhus	10	246	256		256				.039
Laryngitis		13	13		13				.002
Hæmoptysis		3	2		3	1			.00046
Pleuritis	4	33	37		37				.0056
Pneumonia	4	64	56	9	68	3	.132	.0013	.01
Phthisis pulmonalis	6	28	31	1	34	2	.029	.00015	.0052
Influenza		20	15		20	5			.003
Pleurodynia		3	3		3				.00046
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia	1	13	14		14				.0021
Eiethora		1	1		1				.00015
II. Of Heart:									
Palpitatio	2	17	18		19	1			.0029
Carditis	1	8	9		9				.0013
Pericarditis		4	4		4				.00061
Dilatatio		1	1		1				.00015
Hypertrophia	3	3	3		3				.00046
Angina pectoris		1	1		1				.00015
III. Of Blood Vessels:									
Aneurismus		1	1		1				.00015
Varix		2	2		2				.0003

South Atlantic squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Meningitis	1	3	3	1	4		.25	.00015	.00061
Cerebritis		3	1	2	3		.66	.0003	.00046
Apoplexia		2	1	1	2		.5	.00015	.0003
Paralysis		1	1		1				.00015
Epilepsia	1	14	15		15				.0023
Neuralgia	3	18	21		21				.0032
Chorea		2	2		2				.0003
Mania		1	1		1				.00015
Dementia	2	5	7		7				.001
Delirium tremens		3	3		3				.00046
Irritatio spinalis		2	2		2				.0003
Myelitis		1	1		1				.00015
Cephalalgia	1	25	26		26				.004
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
2. Pustular—									
a. Impetigo		3	3		3				.00046
b. Ecthyma		1	1		1				.00015
c. Acne		2	2		2				.0003
3. Squamous—									
a. Psoriasis		4	4		4				.00061
4. Vesicular—									
A. Vesiculae—									
a. Herpes	1	2	3		3				.00046
b. Psora		3	3		3				.00046
c. Eczema		1	1		1				.00015
B. Bullae—									
a. Pemphigus		1	1		1				.00015
b. Rupia		3	3		3				.00046
II. Cellular:									
Furunculus	6	96	102		102				.015
Abscessus	4	58	61		62	1			.0095
Ulcus	2	25	27		27				.0041
Tumor		3	3		3				.00046
Adenitis	1	8	9		9				.0013
Hordeolum		1	1		1				.00015
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago		1	1		1				.00015
Podagra	1		1		1				.00015
Rheumatismus acutus	7	100	106		107	1			.016
Rheumatismus chronicus	13	110	117	1	120	5	.0081	.00015	.018
II. Of Bones:									
Odontalgia		13	13		13				.002
Exostosis		1	1		1				.00015
Caries		1	1		1				.00015
III. Of Joints:									
Coxalgia	1		1		1				.00015
Synovitis	1	6	7		7				.001
Paronychia	8	51	58		59	1			.009
Anchylolosis		2	2		2				.0003
Periostitis	1	1	2		2				.0003
CLASS 8.—Diseases of the Serous, Exhalant, and Absorbent Systems.									
Hydrops—									
a. Anasarca		3	3		3				.00046
b. Ascites		2	2		2				.0003
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	10	10		11	1			.0016
Diabetes		2	2		2				.0003
Cystitis	2	2	4		4				.00061

South Atlantic squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ahlp's company.	Proportion of sick to number of ahlp's company.
CLASS 9—Continued.									
Enuresis		5	5		5				.0076
Gonorrhœa	3	62	65		65				.01
Phimosi8		2	2		2				.0003
Paraphimosi8		1	1		1				.00015
Urethra8 strictura	1	9	9		10	1			.0015
Syphilis primary	9	46	54		55	1			.0084
Syphilis secondary	6	36	42		42				.0064
Orchiti8	1	23	24		24				.0036
Hydrocele		1	1		1				.00015
Hæmatocele		1	1		1				.00015
Varicocele		1	1		1				.00015
CLASS 10.—Cancer, and Malignant Diseases.									
Adynamia	7	91	27	1	28		.035	.00015	.0043
Scrofula	1	8	9		9				.0013
Scorbutus		6	5	1	6		.166	.00015	.00092
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctiviti8	6	26	32		32				.0049
Ophthalmia		16	16		16				.0024
Iriti8		2	2		2				.0003
Amauro8i8		1	1		1				.00015
Hemeralopi8		1	1		1				.00015
Nyctalopi8		1	1		1				.00015
II. Of Ear:									
Otalgi8		2	1		2	1			.0003
Otiti8	1	2	3		3				.00046
Otorrhœa		3	3		3				.00046
Surditi8	1	4	5		5				.00076
CLASS 12.—Injuries and Displacements.									
Concu88io cerebri	1	1	2		2				.0003
Vuln8—									
Vuln8 laceratum	2	1	2		3	1			.00046
Vuln8 incisum	2	47	46		49	1			.0075
Vuln8 punctum	1	13	14		14				.001
Vuln8 contu8um	10	109	118		119	1			.0218
Vuln8 scopeticum	6	54	48	12	60	2	.0018		.0092
Hernia	3	9	12		12				.0018
Fractura	2	91	92	1	93		.043	.00015	.0035
Luxatio		3	3		3				.00046
Subluxatio	2	35	37		37				.0056
Contu8io	3	67	70		70				.01
Ambu8ti8	4	10	14		14				.0021
Abru8io		9	9		9				.0013
Fornio	1	4	5		5				.00076
Amputatio	1		1		1				.00015
Submer8io		77		77	77		.77	.011	.011
Total	914	2,873	2,919	118	3,067	50	.038	.0181	.475

GULF SQUADRON.

Comprising all the coast lying between Cape Canaveral and the Rio Grande. From April 1, 1861, to December 31, 1861. Average number of ships' companies, 2,702; total number of vessels in squadron, 31.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens									
Remittens		44	228		233	5			.086
Continua communis		21	44		44				.016
Typhoides		1	21	1	21	3	.33	.00037	.0077
Icterodes			1	1	3	1		.00037	.0011
II. Ezanthemata:									
Erysipelas		6	5		6	1			.0022
Rubeola		20	19		20	1			.0074
Variola		1	1		1				.00037
Variceloides		2	2		2				.00074
Varicella		1	1		1				.00037
Urticaria		5	5		5				.0018
Vaccinia		1	1		1				.00037
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		1	1		1				.00037
Glossitis		1	1		1				.00037
Tonsillitis		50	47		50	3			.018
Parotitis		16	16		16				.0059
Dyspepsia		42	42		42				.015
Gastritis		8	8		8				.0029
Hæmatemesis		2	2		2				.00074
Cholera communis		23	22	1	23		.043	.00037	.0085
Hepatitis		6	6		6				.0022
Icterus		5	5		5				.0018
Splenitis		3	3		3				.0011
Peritonitis		1	1		1				.00037
Constipatio		52	52		52				.019
Diarrhœa		218	216	2	218		.0091	.00074	.06
Dysenteria		50	48	2	50		.04	.00074	.018
Colica		44	42		44	2			.016
Hæmorrhœis		24	23		24	1			.0088
Fistula ani		2	2		2				.00074
Fistula in perineo		1	1		1	1			.00037
Vermes		2	2		2				.00074
Pharyngitis		1	1		1				.00037
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria		1	1		1				.00037
Asthma		4	4		4				.0014
Bronchitis acuta		106	89		106	17			.039
Bronchitis chronica		3	3		3				.0011
Catarrhus		311	303		311	8			.11
Laryngitis		7	7		7				.0025
Hæmoptysis		8	8		8				.0029
Pleuritis		17	17		17				.0062
Pneumonia		25	21	1	25	3	.04	.00037	.0092
Phthisis pulmonalis		18	13		18	5			.0066
Influenza		1	1		1				.00037
Pleurodynia		12	12		12				.0044
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia		7	7		7				.0026
II. Of Heart:									
Palpitatio		9	8		9	1			.0033
Endocarditis		2	2		2				.00074
Dilatatio		1	1		1				.00037
Hypertrophia		1	1		1				.00037
Angina pectoris		2	1	1	2		.5	.00037	.00074

Gulf squadron, from April 1, 1861, to December 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		1	1		1				.00037
Meningitis		1			1	1			.00037
Cerebritis		2	1	1	2		.5	.00037	.00074
Vertigo		1	1		1				.00037
Paralysis		4	3	1	4		.25	.00037	.0014
Epilepsia		5	5		5				.0018
Neuralgia		41	40		41	1			.015
Convulsions		1	1		1				.00037
Mania		3	2		3	1			.0011
Dementia		4	4		4				.0014
Melancholia		2	2		2				.00074
Hypochondriasis		1	1		1				.00037
Delirium tremens		9	9		9				.0033
Irritatio spinalis		1	1		1				.00037
Concussio spinalis		1	1		1				.00037
Myelitis		1	1		1				.00037
Cephalalgia		14	14		14				.0051
Hysteria		1			1	1			.00037
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		12	12		12				.0044
b. Prurigo		3	3		3				.0011
2. Pustular—									
a. Ecthyma		5	5		5				.0018
3. Squamous—									
a. Psoriasis		1	1		1				.00037
4. Vesicular—									
A. Vesiculæ—									
a. Herpes		16	16		16				.0059
b. Psora		1			1	1			.00037
c. Eczema		2	2		2				.00074
II. Cellular:									
Furunculus		70	69		70	1			.025
Anthrax		11	11		11				.004
Abscessus		59	56		59	3			.021
Ulcus		35	34		35	1			.012
Tumor		3	2		3	1			.0011
Adenitis		9	9		9				.0033
Phlegmon		100	100		100				.037
CLASS 7.—Diseases of Fibrous, Muscular, and Ossicous Systems.									
I. General:									
Lumbago		2	2		2				.00074
Rheumatismus acutus		115	106	1	115	8	.0086	.00037	.042
Rheumatismus chronicus		42	40		42	2			.015
II. Of Bones:									
Odontalgia		12	11		12	1			.0044
III. Of Joints:									
Synovitis		4	4		4				.0014
Paronychia		66	66		66				.024
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—									
a. Anasarca		1	1		1				.00037
b. Ascites		2	2		2				.00074
CLASS 9.—Diseases of the Genito-Urinary System.									
Hæmaturia		1	1		1				.00037
Cystitis		3	3		3				.0011
Dysuria		3	2		3	1			.0011
Gonorrhœa		24	23		24	1			.0088

Gulf squadron, from April 1, 1861, to December 31, 1861—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of abip's company.	Proportion of sick to number of abip's company.
CLASS 9—Continued									
Phimosis		10	10		10				.0037
Urethræ strictura		16	15		16	1			.0059
Syphills primary		23	22		23	1			.0085
Syphills secondary		6	4		6	2			.0023
Orethritis		25	23		25	2			.0069
Hydrocele		1	1		1	2			.00037
Spermatorrhœa		2	2		2				.00074
Varicocele		1	1		1				.00037
CLASS 10.—Cachexie and Malignant Diseases.									
Adynamia		10	10		10				.0037
Scrofula		10	10		10				.0037
Scorbutus		11	11		11				.004
Carcinoma ventriculi		1		1	1		1	.00037	.00037
Tuberculosis		1	1		1				.00037
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		8	8		8				.0029
Conjunctivitis		14	14		14				.0051
Amaurosis		1	1		1				.00677
Hemeralopia		1			1	1			.00037
Myopia		1	1		1				.00037
II. Of Ear:									
Otitis		13	12		13	1			.0048
Otorrhœa		3	3		3				.0011
Surditas		4	4		4				.0014
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		7	6	1	7		.142	.00037	.0025
Vulnus—									
Vulnus laceratum		22	20		22	2			.0061
Vulnus incisum		44	41		44	3			.016
Vulnus punctum		27	27		27				.0059
Vulnus contusum		68	65		68	3			.025
Vulnus sclopeticum		27	24	2	27	1	.074	.00074	.0059
Hernia		7	7		7				.0025
Fractura		15	10		15	5			.0055
Luxatio		6	5		6	1			.0028
Subluxatio		43	42		43	1			.015
Contusio		118	118		118	2			.043
Ambustio		20	20		20				.0074
Abrasio		17	17		17				.0063
Fernio		12	12		12				.0044
Total		2,715	2,600	16	2,715	99	.0058	.0059	1.004

EAST GULF SQUADRON.

Embracing the southern and western portions of the Florida peninsula, commencing at Cape Canaveral, on the eastern coast, and extending to Pensacola. From January 1, 1862, to December 31, 1862. Average number of ships' companies, 2,017; total number of vessels in squadron, 21.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens		73	73		73				.036
Remittens.....	1	168	166	1	169	2	.0059	.00049	.063
Continua communis.....		32	32		32				.015
Typhoides.....		4	1	3	4		.75	.0014	.0019
Icteroles.....		233	208	22	233	3	.094	.01	.115
II. Exanthemata:									
Erysipelas.....		12	10		12	2			.0059
Variola.....		1	1		1				.00049
Urticaria.....		1	1		1				.00049
Millaria.....		1	1		1				.00049
CLASS 2.—Diseases of the Digestive System									
Stomatitis.....		7	7		7				.0034
Pharyngitis.....		1	1		1				.00049
Tonsillitis.....		35	33		35	2			.017
Parotitis.....		1	1		1				.00049
Mal de mer.....		3	3		3				.0014
Dyspepsia.....		18	18		18				.0089
Gastritis.....		37	37		37				.018
Hæmatemesis.....		1	1		1				.00049
Cholera communis.....		13	13		13				.0064
Hepatitis.....		7	7		7				.0034
Icterus.....		7	7		7				.0034
Nausea.....		4	4		4				.0019
Enteritis.....		3	3		3				.0014
Constipatio.....		69	69		69				.034
Diarrhœa acuta.....	2	213	213		215	2			.1
Diarrhœa chronica.....		4	3		4	1			.0019
Dysenteria acuta.....		64	64		64				.031
Dysenteria chronica.....		1	1		1				.00049
Colica.....		36	36		36				.017
Hæmorrhœis.....		13	13		13				.0064
Fistula ani.....		5	4		5	1			.0024
Prolapsus ani.....		1	1		1				.00049
Vermes.....		2	2		2				.00099
CLASS 3.—Diseases of the Respiratory System.									
Asthma.....		2	2		2				.00099
Bronchitis acuta.....	6	55	57	3	61	1	.049	.0014	.03
Bronchitis chronica.....		7	7		7				.0034
Catarrhus.....	2	123	122		125	3			.061
Laryngitis.....		11	11		11				.0054
Hæmoptysis.....		4	4		4				.0019
Pleuritis.....		15	15		15				.0074
Pneumonia.....	1	11	12		12				.0059
Phthisis pulmonalis.....	1	15	14	2	16		.125	.00099	.0079
Influenza.....		23	23		23				.011
Pleurodynia.....		4	4		4				.0019
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		7	7		7				.0034
II. Of Heart:									
Falpitatio.....		10	9		10	1			.0049
Pericarditis.....		2	1		2	1			.00099
Hypertrophia.....		1	1		1				.00049
Angina pectoris.....		2	2		2				.00099
III. Of Blood Vessels:									
Varix.....		1	1		1				.00049

East Gulf squadron, from January 1, 1862, to December 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Vertigo.....		2	2		2				.00099
Cephalalgia.....		54	54		54				.026
Cerebritis.....		2	2		2				.00099
Apoplexia.....		1		1	1		1.	.00049	.00049
Paralysis.....		4	4		4				.0019
Epilepsia.....		12	12		12				.0059
Neuralgia.....	1	32	33		33				.016
Dementia.....		1	1		1				.00049
Melancholia.....		2	2		2				.00099
Hypochondriasis.....		1	1		1				.00049
Delirium tremens.....		1	1		1				.00049
Nostalgia.....		1	1		1				.00049
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen.....		9	9		9				.0044
2. Pustular—									
a. Impetigo.....		2	2		2				.00049
b. Tinea.....		1	1		1				.00049
c. Ecthyma.....		6	6		6				.0029
d. Acne.....		1	1		1				.00049
3. Squamous—									
a. Psoriasis.....		3	3		3				.0014
4. Vesicular—									
A. Vesiculae—									
a. Herpes.....		9	9		9				.0044
b. Psoa.....		1	1		1				.00049
c. Eczema.....		3	3		3				.0014
B. Bullae—a. Pemphigus									
		2	2		2				.00099
II. Cellular:									
Hordeolum.....		2	2		2				.00099
Furunculus.....		103	103		103				.051
Anthrax.....		5	5		5				.0024
Abscessus.....	1	63	63		64	1			.031
Ulcus.....	1	19	19		20	1			.0099
Tumor.....		4	4		4	1			.0019
Adenitis.....		4	4		4				.0019
Phlegmon.....		3	3		3				.0014
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra.....		1	1		1				.00049
Rheumatismus acutus.....	2	95	96		97	1			.048
Rheumatismus chronicus.....		22	18		22	4			.01
II. Of Bones:									
Odontalgia.....		7	7		7				.0034
Caries.....		1	1		1				.00049
III. Of Joints:									
Synovitis.....		5	5		5				.0024
Paronychia.....	2	55	55		57	2			.028
Periostitis.....	1	6	7		7				.0034
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.....									
		1	1		1				.00049
b. Ascites.....									
		2	2		2				.00099
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....		1	1		1				.00049
Ischuria renalis.....		3	3		3				.0014
Albuminuria.....		1	2		2				.00099
Cystitis.....		2	2		2				.00099
Enuresis.....		4	4		4				.0019
Dysuria.....		1	1		1				.00049

East Gulf squadron, from January 1, 1862, to December 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9—Continued.									
Gonorrhœa		35	35		35				.017
Paraphimosis		1	1		1				.00049
Urethra strictura		3	3		3				.0014
Syphilis primary		16	16		16				.0079
Syphilis secondary		19	19		19				.0094
Orchitis		23	23		23				.011
Varicocele		2	2		2				.00099
CLASS 10.—Cachexia and Malignant Diseases.									
Adynamia		14	13		14	1			.0069
Scrofula		1	1		1				.00049
Scorbutus		8	8		8				.0039
Carcinoma ventriculi		1			1	1			.00049
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		4	4		4				.0019
Conjunctivitis		11	11		11				.0054
Amaurosis		3	3		3				.0014
II. Of Ear:									
Otalgia		1	1		1				.00049
Otitis		4	4		4				.0019
Otorrhœa		1	1		1				.00049
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		1			1	1			.00049
Vulnus—									
Vulnus laceratum		4	4		4				.0019
Vulnus incisum		22	21		22	1			.01
Vulnus punctum	1	20	21		21				.01
Vulnus contusum	1	23	23		24	1			.011
Vulnus sclopeticum		23	21	2	23		.007	.00099	.011
Vulnus venenatum		1	1		1				.00049
Hernia		9	9		9				.0044
Fractura		10	9	1	10		.1	.00049	.0049
Luxatio		7	7		7				.0034
Subluxatio		29	29		29				.014
Contusio		79	79		79				.039
Ambusio		10	10		10				.0049
Abrasio		7	7		7				.0034
Perno		4	4		4				.0019
Total.....	94	2,319	2,275	35	2,343	33	.0149	.0173	1.16

EAST GULF SQUADRON.

From January 1, 1863, to December 31, 1863. Average number of ships' companies, 2,068; number of vessels, 24.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	1	78	78	.....	79	1	.....	.....	.038
Remittens	2	207	208	.....	209	1	.....	.....	.1
Continua communis .....	.....	26	26	.....	26	.....	.....	.....	.012
Typhoides .....	.....	4	3	1	4	.....	.25	.00048	.0019
Icterodes	3	45	46	1	48	1	.02	.00048	.023
II. Ezanthemata:									
Erysipelas	2	11	13	.....	13	.....	.....	.....	.0062
Rubeola .....	.....	2	2	.....	2	.....	.....	.....	.00096
Urticaria .....	.....	18	18	.....	18	.....	.....	.....	.0087
CLASS 2.—Diseases of the Digestive System.									
Stomatitis .....	.....	2	2	.....	2	.....	.....	.....	.00096
Tonsillitis	2	27	28	.....	29	1	.....	.....	.014
Parotitis .....	.....	4	4	.....	4	.....	.....	.....	.0019
Dyspepsia .....	.....	10	10	.....	10	.....	.....	.....	.0048
Gastritis .....	.....	3	3	.....	3	.....	.....	.....	.0014
Cholera communis .....	.....	12	12	.....	12	.....	.....	.....	.0058
Hepatitis acuta .....	.....	20	20	.....	20	.....	.....	.....	.0096
Hepatitis chronica .....	.....	4	4	.....	4	.....	.....	.....	.0019
Icterus .....	.....	10	9	.....	10	1	.....	.....	.0048
Peritonitis .....	.....	1	1	.....	1	.....	.....	.....	.00048
Enteritis .....	.....	6	6	.....	6	.....	.....	.....	.0029
Constipatio .....	.....	92	91	.....	92	1	.....	.....	.044
Diarrhœa acuta	2	119	121	.....	121	.....	.....	.....	.058
Diarrhœa chronica .....	.....	1	8	9	9	.....	.....	.....	.0043
Dysenteria acuta .....	.....	70	68	1	70	1	.014	.00048	.033
Dysenteria chronica .....	.....	3	3	.....	3	.....	.....	.....	.0014
Colica .....	.....	36	36	.....	36	.....	.....	.....	.017
Hæmorrhoids .....	.....	18	18	.....	18	.....	.....	.....	.0087
Fistula ani	1	2	3	.....	3	.....	.....	.....	.0014
Prolapsus ani .....	.....	1	1	.....	1	.....	.....	.....	.00048
Vermes .....	.....	2	2	.....	2	.....	.....	.....	.00096
CLASS 3.—Diseases of the Respiratory System.									
Asthma .....	.....	8	8	.....	8	.....	.....	.....	.0038
Bronchitis acuta	1	30	29	1	31	1	.032	.00048	.015
Bronchitis chronica .....	.....	16	16	.....	16	.....	.....	.....	.0077
Catarrhus	3	190	193	.....	193	.....	.....	.....	.082
Laryngitis .....	.....	3	3	.....	3	.....	.....	.....	.0014
Hæmoptysis .....	.....	1	1	.....	1	.....	.....	.....	.00048
Pleuritis .....	.....	19	19	.....	19	.....	.....	.....	.0091
Pneumonia .....	.....	15	14	1	15	.....	.066	.00048	.0072
Phthisis pulmonalis .....	.....	14	12	1	14	1	.071	.00048	.0067
Pleurodynia .....	.....	8	8	.....	8	.....	.....	.....	.0038
Coryza .....	.....	3	3	.....	3	.....	.....	.....	.0014
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia .....	.....	10	9	.....	10	1	.....	.....	.0048
II. Of Heart:									
Palpitatio	1	6	7	.....	7	.....	.....	.....	.0033
Carditis .....	.....	2	2	.....	2	.....	.....	.....	.00096
Endocarditis .....	.....	3	3	.....	3	.....	.....	.....	.0014
Pericarditis	1	2	3	.....	3	.....	.....	.....	.0014
Syncope .....	.....	1	1	.....	1	.....	.....	.....	.00048
Hypertrophia .....	.....	2	2	.....	2	.....	.....	.....	.00096
Angina pectoris .....	.....	4	4	.....	4	.....	.....	.....	.0019
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio .....	.....	4	4	.....	4	.....	.....	.....	.0019
Cephalalgia .....	.....	22	22	.....	22	.....	.....	.....	.01
Cerebritis .....	.....	2	2	.....	2	.....	.....	.....	.00096
Apoplexia	1	.....	.....	1	.....	.....	.00048	.....	.00048

East Gulf squadron, from January 1, 1863, to December 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5—Continued.									
Paralysis	2	2	2	1	2				.00096
Epilepsia	9	9	9		9		.11	.00048	.0043
Neuralgia	28	28	28		28				.013
Mania	3	3	3		3				.0014
Dementia	2	2	2		2				.00096
Melancholia	2	2	2		2				.00096
Delirium tremens	2	2	2		2				.00096
Irritatio spinalis	2	2	2		2				.00096
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen	6	6	6		6				.0029
b. Prurigo	1	1	1		1				.00048
2. Pustular—									
a. Impetigo	1	1	1		1				.00048
b. Ecthyma	1	1	1		1				.00048
c. Acne	1	1	1		1				.00048
3. Squamous—									
a. Psoriasis	2	2	2		2				.00096
4. Vesicular.—									
A. Vesiculae—									
a. Herpes	8	8	8		8				.0038
b. Psora	1	1	1		1				.00048
c. Eczema	2	2	2		2				.00096
B. Bullae—a. Pomphigus.									
	3	3	3		3				.0014
II. Cellular:									
Hordeolum	2	2	2		2				.00096
Furunculus	100	100	100		100				.048
Anthrax	4	4	4		4				.0019
Abscessus	1	44	44		45	1			.021
Ulcus	1	26	27		27				.013
Tumor	5	5	5		5				.0024
Adenitis	3	3	3		3				.0014
Phlegmon	2	2	2		2				.00096
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago	5	5	5		5				.0024
Rheumatismus acutus	61	60	61		61	1			.029
Rheumatismus chronicus	5	73	77		78	1			.037
II. Of Bones:									
Odontalgia	2	2	2		2				.00096
Caries	2	2	2		2				.00096
III. Of Joints:									
Synovitis	2	2	2		2				.00096
Paronychia	2	40	42		42				.02
Periostitis	4	4	4		4				.0019
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.									
	1	1	1		1				.00048
b. Ascites.									
	2	2	2		2				.00096
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	2	2	2		2				.00096
Ischuria renalis	1	1	1		1				.00048
Hæmaturia	1	1	1		1				.00048
Cystitis	3	3	3		3				.0014
Prostatitis	1	1	1		1				.00048
Calculus	1	1	1		1				.00048
Gonorrhœa	13	13	13		13				.0062
Paraphimosis	1	1	1		1				.00048
Urethræ strictura	5	4	4		5	1			.0024

East Gulf squadron, from January 1, 1863, to December 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9—Continued.									
Syphilis primary.....		4	4		4				.0019
Syphilis secondary.....		12	11		13	1			.0058
Orchitis.....		28	28		28				.013
Hydrocele.....		2	2		2				.00096
Variocele.....		3	3		3				.0014
CLASS 10.—Cancer and Malignant Diseases.									
Adynamia.....	1	23	23		24	1			.011
Scrofula.....		4	4		4				.0019
Scorbutus.....		3	3		3				.0014
Carcinoma ventriculi.....	1		1		1				.00048
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Conjunctivitis.....		7	7		7				.0033
Ophthalmia.....		8	8		8				.0036
Iritis.....		1	1		1				.00048
Retinitis.....		1	1		1				.00048
Amaurosis.....		8	8		8				.0036
Hemeralopia.....		4	4		4				.0019
Ceratitis.....		1	1		1				.00048
Cataracta.....		1	1		1				.00048
Scleratitis.....		1	1		1				.00048
Fistula lachrymalis.....		1	1		1				.00048
II. Of Ear:									
Otitis.....		4	4		4				.0019
Otorrhœa.....		4	4		4				.0019
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....	1	1	2		2				.00096
Vulnus—									
Vulnus laceratum.....		2	2		2				.00096
Vulnus incisum.....	1	38	38		39	1			.018
Vulnus punctum.....		18	18		18				.0087
Vulnus contusum.....	1	44	42	1	45	2	.022	.00048	.031
Vulnus sclopeticum.....		39	39	6	39	1	.15	.0029	.018
Hernia.....		11	11		11				.0053
Fractura.....	1	14	15		15				.0072
Luxatio.....		4	4		4				.0019
Subluxatio.....		12	12		12				.0058
Contusio.....		76	75		76	1			.036
Ambustio.....		15	15		15				.0072
Abrasio.....		10	10		10				.0048
Submersio.....		1		1	1			.00048	.00048
Total.....	35	2,094	2,092	16	2,129	21	.0075	.0077	1.029

EAST GULF SQUADRON.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 2,191; number of vessels, 34.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febrils.									
I. Intermittens	1	206	203	1	207	3	.0048	.00045	.094
Remittens	1	361	371	5	362	6	.013	.0022	.17
Continua communis		22	21	1	22		.045	.00045	.01
Typhoides		3	2	1	3		.33	.00045	.0013
Icterodes	1	63	54	10	64		.15	.0045	.029
II. Erysipelmas:									
Erysipelas		11	10	1	11		.09	.00045	.005
Rubeola		8	8		6				.0036
Varioloides		1	1		1				.00045
Urticaria		2	2		2				.00091
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		6	6		6				.0027
Glosaitis		1	1		1				.00045
Pharyngitis		3	3		3				.0013
Tonsillitis	1	55	52		56	4			.025
Parotitis		3	3		3				.0013
Dyspepsia		19	19		19				.0086
Gastritis		9	9		9				.0041
Hæmatemesis		1	1		1				.00045
Cholera communis		2	2		2				.00091
Hepatitis acuta		4	4		4				.0018
Hepatitis chronica		2	2		2				.00091
Icterus	1	13	13		14	1			.0063
Splenitis		2	2		2				.00091
Enteritis		5	5		5				.0022
Constipatio	1	64	63		65				.029
Diarrhœa acuta		170	170		170				.077
Diarrhœa chronica		15	14		15	1			.0068
Dysentæria acuta	1	76	75	1	77	1	.013	.00045	.035
Dysentæria chronica		6	6		6				.0027
Colica		37	37		37				.016
Hæmorrhœis		15	14		15	1			.0068
Fistula ani		2	2		2				.00091
Prolapsus ani		1	1		1				.00045
Verues		2	2		2				.00091
CLASS 3.—Diseases of the Respiratory System.									
Asthma		4	2		4	2			.0018
Bronchitis acuta	1	64	60		65	5			.029
Bronchitis chronica		17	17		17				.0077
Catarrhus		155	154		155	1			.07
Laryngitis		1	1		1				.00045
Hæmoptysis		4	4		4				.0018
Pleuritis		37	36	1	37		.027	.00045	.016
Pneumonia		20	13	4	20	3	.2	.0018	.0081
Phthisis pulmonalis	1	26	25		27	2			.012
Pleurodynia		2	1		2	1			.00091
Influenza		1	1		1				.00045
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia	1	7	7		8	1			.0036
II. Of Heart:									
Palpitatio		2	1		2	1			.00091
Endocarditis		2	2		2				.00091
Pericarditis		3	2	1	3		.33	.00045	.0013
Dilatatio		2	2		2				.00091
Hypertrophia		7	6		7	1			.0031
Angina pectoris		2	1	1	2		.5	.00045	.00091
III. Of Blood Vessels:									
Varix		1	1		1				.0004

East Gulf squadron, from January 1, 1864, to December 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio.....		2	2		2				.0091
Meningitis.....		1		1	1		1.	.00045	.00045
Cephalalgia.....	28	27	27		28	1			.012
Apoplexia.....	1	1	1		1				.00045
Paralysis.....	4	4	4		4				.0018
Epilepsia.....	14	14	14		14				.0063
Neuralgia.....	30	28	28		30	2			.013
Tetanus.....	2	2	2		2				.00091
Mania.....	2	2	2		2				.00091
Dementia.....	2	2	2		2				.00091
Convulsio.....	1	1	1		1				.00045
Chorea.....	1	1	1		1				.00045
Delirium tremens.....	1	1	1		1				.00045
Irritatio spinalis.....		3	3		3				.0013
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. <i>Papular</i> —									
a. Lichen.....		8	8		8				.0036
b. Prurigo.....		2	2		2				.00091
2. <i>Pustular</i> —									
a. Porrigo.....		1	1		1				.00045
b. Ecthyma.....		6	6		6				.0027
4. <i>Vesicular</i> —									
A. <i>Vesiculae</i> —									
a. Herpes.....		3	3		3				.0013
b. Psora.....		3	3		3				.0013
c. Eczema.....		7	7		7				.0031
B. <i>Bulle</i> —									
a. Pemphigus.....		12	11		12	1			.0054
b. Rupia.....		1	1		1				.00045
II. Cellular:									
Furunculus.....	2	142	143		144	1			.065
Anthrax.....		4	4		4				.0018
Abcessus.....	1	66	66		67	1			.03
Ulcus.....		30	30		30				.013
Tumor.....		6	6		6				.0027
Adentis.....		3	3		3				.0013
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago.....		8	8		8				.0036
Rheumatismus acutus.....	1	113	112		114	2			.052
Rheumatismus chronica.....	1	79	79		80	1			.036
II. Of Bones:									
Odontalgia.....		5	5		5				.0022
Necrosis.....		2	2		2				.00091
III. Of Joints:									
Coxalgia.....		2	2		2				.00091
Synovitis.....		6	6		6				.0027
Paronychia.....		34	34		34				.015
Periostitis.....		5	5		5				.0022
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—									
a. Anasarca.....		3	3		3				.0013
b. Ascites.....		1	1		1				.00045
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....		21	21		21				.0095
Ichuria renalis.....		1	1		1				.00045
Albuminuria.....		1	1		1	1			.00045
Cystitis.....		1	1		1				.00045
Enuresis.....		4	4		4				.0018

East Gulf squadron, from January 1, 1864, to December 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9—Continued.									
Gonorrhoea		23	21		23	2			.01
Spermatorrhoea		1	1		1				.0045
Paraphimosis		2	2		2				.0091
Urethra strictura	1	6	7		7				.0031
Syphilis primary		24	24		24				.011
Syphilis secondary	1	13	14		14				.0063
Orchitis		12	12		12				.0054
Hydrocele		2	2		2				.00091
Variocele		4	4		4				.0018
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia	1	11	12		12				.0054
Scrofula		4	4		4				.0018
Scorbutus		7	7		7				.0031
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		14	14		14				.0063
Iritis		2	2		2				.0091
Conjunctivitis		12	12		12				.0054
Amaurosis		2	2		2				.0091
Homeralopia		2	2		2				.0091
Nyctalopia	1	1			1				.00045
II. Of Ear:									
Otalgia		1	1		1				.00045
Otitis		6	6		6				.0027
Otorrhoea		4	4		4				.0018
Surditas		2	2		2				.00091
CLASS 12.—Injuries and Displacements.									
Concusio cerebri		1		1	1	1	.00045		.00045
Vulnus incisum	1	35	35		36	1			.016
Vulnus punctum		28	28		28				.012
Vulnus contusum	2	51	53		53				.024
Vulnus sclopeticum	1	7	6	2	8		.25	.00091	.0026
Hernia		12	11		12	1			.0054
Fractura		10	9		10	1			.0045
Luxatio		5	4		5	1			.0022
Subluxatio		15	15		15				.0066
Contusio	1	63	63		64	1			.029
Ambusio		13	13		13				.0059
Abrasio		20	20		20				.0091
Fernio		2	2		2				.00091
Submersio		2		2	2	2		.00091	.0091
Total	23	2,656	2,597	33	2,681	51	.0123	.015	1.223

EAST GULF SQUADRON.

From January 1, 1865, to June 30, 1865. Average number of ships' companies, 2,195; number of vessels, 30.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	5	96	99		101	3			.046
Remittens	6	56	60	1	64	3	.015	.00045	.029
Continua communis		32	32		32				.014
Typhoides	1	6	6	1	7		.14	.00045	.0031
II. <i>Ezanthemata</i> :									
Erysipelas		7	7		7				.0031
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		4	4		4				.0018
Tonsillitis	4	24	27		29	1			.019
Parotitis	1	2	3		3				.0013
Dyspepsia		4	4		4				.0018
Gastritis		3	3		3				.0013
Cholera communis		9	5		9	4			.0041
Hepatitis acuta		1	1		1				.00045
Hepatitis chronica		3	3		3				.0013
Hepatitis chronica ficturus		3	3		3				.0013
Enteritis		1	1		1				.00045
Constipatio		39	39		39				.017
Diarrhœa acuta	1	69	62		70	8			.031
Diarrhœa chronica		5	5		5				.0022
Dysenteria acuta	2	24	25		26	1			.011
Dysenteria chronica		1	1		1				.00045
Colica		15	15		15				.0066
Hæmorrhoids		9	9		9				.0041
Flatula ani		2	2		2				.00091
Vermes		1	1		1				.00045
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria		1	1		1				.00045
Asthma	2	4	6		6				.0027
Bronchitis acuta	10	49	59		59				.026
Bronchitis chronica		5	5		5				.0022
Catarrhus	2	56	57		58	1			.026
Laryngitis		5	5		5				.0022
Hæmoptysis		2	2		2				.00091
Pleuritis		25	25		25				.011
Pneumonia	2	12	11	2	14	1	.14	.00091	.023
Phthisis pulmonalis	3	8	11		11				.005
Influenza		2	2		2				.00091
Pleurodynia	1	1	2		2				.00091
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia	1	3	2		4	2			.0018
II. Of Heart:									
Palpitatio	2	2	4		4				.0018
Pericarditis		1	1		1				.00045
Hypertrophia	1	4	5		5				.0022
Angina pectoris		5	4		5	1			.0022
III. Of Blood Vessels:									
Aneurismus		1	1		1				.00045
CLASS 5.—Diseases of the Brain and Nervous System.									
Cephalalgia		9	9		9				.0041
Apoplexia		1	1		1				.00045
Paralysis		3	3		3				.0013
Epilepsia		3	3		3				.0013
Neuralgia	2	12	14		14				.0063
Tetanus	1	1	1		1				.00045
Mania		1	1		1				.00045
Chorea		1	1		1				.00045
Delirium tremens		2	2		2				.00091

East Gulf squadron, from January 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen.....		3	3		3				.0013
b. Prurigo.....		3	3		3				.0013
2. Pustular—									
a. Ecthyma.....		3	3		3				.0013
4. Vesicular—									
A. Vesiculæ—									
a. Psora.....	6	1	7		7				.0031
b. Eczema.....		5	4		5	1			.0022
B. Bullæ—a. Pemphigus.....	1	1	2		2				.00091
II. Cellular:									
Furunculus.....	2	44	43		46	3			.02
Anthrax.....		2	2		2				.00091
Abscessus.....	3	29	30		32	2			.014
Ulcus.....	2	11	13		13				.0059
Tumor.....		1	1		1				.00045
Adenitis.....	1	2	3		3				.0013
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra.....		1	1		1				.00045
Rheumatismus acutus.....	2	48	46		50	4			.022
Rheumatismus chronicus.....	3	42	44		45	1			.02
II. Of Bones:									
Odontalgia.....		2	2		2				.00091
Necrosis.....		2	2		2				.00091
III. Of Joints:									
Synovitis.....		2	1		2	1			.00091
Paronychia.....		27	26		27	1			.012
Periostitis.....		1	1		1				.00045
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....		1	1		1				.00045
Albuminuria.....	1		1		1				.00045
Enureals.....		1	1		1				.00045
Dysuria.....		1	1		1				.00045
Gonorrhœa.....	1	11	12		12				.0054
Phimosis.....		2	1		2	1			.00091
Urethra strictura.....		2	1		2	1			.00091
Syphilis primary.....	15	15	15		15	1			.0088
Syphilis secondary.....	13	13	13		13				.0059
Orcbits.....		6	6		6				.0027
Hydrocele.....		1	1		1				.00045
Varicocele.....		4	4		4				.0018
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia.....	1	3	3		4	1			.0018
Serofula.....		4	4		4				.0018
Scorbutus.....		9	9		9				.0041
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia.....		4	3		4	1			.0018
Iritis.....		1	1		1				.00045
Conjunctivitis.....		9	9		9				.0041
Amaurosis.....		1	1		1				.00045
Sclerotitis.....		1	1		1				.00045
II. Of Ear:									
Otalgia.....		1	1		1				.00045
Otitis.....		4	4		4				.0018
Otorrhœa.....		2	2		2				.00091

East Gulf squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....		2		2	2		2	.00091	.00091
<i>Vulnus</i> —									
Vulnus laceratum.....		2	2		2				.00091
Vulnus incisum.....	1	21	21		22	1			.01
Vulnus punctum.....		6	6		6				.0036
Vulnus contusum.....		23	23		23				.01
Vulnus sclopeticum.....		3	1	2	3		.66	.00091	.0013
Hernia.....	1	5	6		6				.0087
Fractura.....	3	4	7		7				.0031
Luxatio.....	1	4	5		5				.0022
Subluxatio.....		17	17		17				.0077
Contusio.....	1	25	26		26				.011
Ambusio.....		5	5		5				.0022
Abrasio.....	1		1		1				.00045
Pernio.....		2	2		2				.00091
Submersio.....		2		2	2		2	.00091	.00091
Total.....	78	1,085	1,111	10	1,163	42	.0085	.0045	.529

WEST GULF SQUADRON.

Commencing at and including Pensacola, and extending westward to the Rio Grande; from January 1, 1862, to December 31, 1862. Average number of ships' companies, 7,371; total number of vessels in squadron, 59.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.....	6	2,203	2,193	3	2,209	13	.0013	.0004	.29
Remittens.....		1,106	1,078	23	1,106	5	.02	.0031	.15
Continuus communis.....		107	105		107	2			.014
Typhus.....		3	2	1	3		.33	.00013	.0004
Typhoides.....		36	27	11	36		.289	.0014	.0051
Icteroles.....		11	8	3	11		.27	.0004	.0014
II. <i>Ezanthemata</i> :									
Erysipelas.....		27	27		27				.0036
Scarlatina.....		4	3	1	4		.25	.00013	.00054
Rubeola.....	1	31	31	1	32		.031	.00013	.0043
Varioloides.....		1	1		1				.00013
Urticaria.....		5	5		5				.00067
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....		16	16		16				.0021
Gastrodynia.....		13	13		13				.0017
Glossitis.....		1	1		1				.00023
Mal de Mer.....		1		1	1				.00013
Tonsillitis.....	3	117	119		120	1		.00013	.016
Parotitis.....		9	9		9				.0019
Œsophagitis.....		1	1		1				.00013
Pharyngitis.....		3	3		3				.0004
Dyspepsia.....		98	98		98				.013
Gastritis.....		37	37		37				.005
Hæmatemesis.....		1	1		1				.00013
Cholera communis.....		47	47		47				.0063
Hepatitis acuta.....		22	21		22	1			.0029

West Gulf Squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 2—Continued.									
Hepatitis chronica.....		7	7		7				.00094
Icterus.....		30	30		30				.004
Splenitis.....		1	1		1				.00013
Peritonitis.....		7	4	3	7		.42	.0004	.00094
Enteritis.....		19	15	3	19	1	.15	.0004	.0025
Constipatio.....		134	132		134	2			.018
Diarrhoea acuta.....	1	406	1,386	2	1,407	19	.0014	.00027	.19
Diarrhoea chronica.....	2	72	69	2	74	3	.027	.00027	.01
Dysenteria acuta.....		327	314	5	327	8	.015	.00067	.044
Dysenteria chronica.....	1	14	13		15	2			.002
Cœlica.....	1	111	108	1	112	3	.0089	.00013	.015
Hæmorrhoids.....	1	44	43		45	2			.0061
Fistula ani.....		5	5		5				.00067
Prolapsus ani.....		3	3		3				.0004
Vermes.....		7	7		7				.00094
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria.....		2	2		2				.00027
Asthma.....		12	10		12				.0016
Bronchitis acuta.....	19	276	287		295	8			.04
Bronchitis chronica.....	1	56	55		57	2			.0077
Catarrhus.....	7	658	649	1	665	15	.0015	.00013	.09
Laryngitis.....		32	32		32				.0043
Hæmoptysis.....		28	26	1	28	1	.035	.00013	.0038
Pleuritis.....		70	69		70	1			.0094
Pneumonia.....	3	44	43	3	47	1	.063	.0004	.0063
Phthisis pulmonalis.....	6	57	54	3	63	6	.047	.0004	.0085
Influenza.....		24	20		24	4			.0032
Pleurodynia.....	1	18	19		19				.0025
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		20	20		20				.0027
Plethora.....	1		1		1				.00013
II. Of Heart:									
Falpitatio.....	1	26	26		27	1			.0036
Carditis.....		1	1	1	1	1		.00013	.00013
Endocarditis.....		1	1		1				.00013
Pericarditis.....		5	4	1	5	2		.00013	.00067
Dilatatio.....		2	2		2				.00027
Hypertrophia.....		5	4	1	5	2		.00013	.00067
Angina pectoris.....		1	1		1				.00013
III. Of Blood Vessels:									
Varix.....	1	6	7		7				.00094
CLASS 5.—Diseases of the Brain and Nervous System.									
Inolatio.....		12	12		12				.0016
Meningitis.....	1	0	1		1				.00013
Cerebritis.....		2	1	1	2		.5	.00013	.00027
Apoplexia.....		6	3	3	6		.5	.0004	.00081
Paralysis.....		7	3	1	7	3	.14	.00013	.00094
Epilepsia.....		26	26		26				.0035
Neuralgia.....	1	62	62		63	1			.0085
Chorea.....		1	1		1				.00013
Mania.....	1	5	6		6				.00081
Dementia.....		7	6	1	7		.14	.00013	.00094
Melancholia.....		7	7		7				.00094
Hypochondriasis.....		4	3	1	4		.25	.00013	.00054
Delirium tremens.....		17	16	1	17		.056	.00013	.0023
Irritatio spinalis.....		1	1		1				.00013
Vertigo.....		6	6		6				.00061
Myelitis.....		1	1		1				.00013
Cephalalgia.....		96	96		96				.013
Convulsions.....		2	2		2				.00027

West Gulf squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		8	8		8				.001
2. Pustular—									
a. Impetigo		3	2		3	1			.0004
b. Ecthyma		9	9		9				.0012
3. Squamous—									
a. Lepra		1	1		1				.00013
b. Psoriasis		2	2		2				.00027
4. Vesicular—									
A. Vesiculae—									
a. Herpes		4	4		4				.00054
b. Psoa		1	1		1				.00013
c. Eczema		6	6		6				.00081
II. Cellular:									
Furunculus	3	250	252		253	1			.034
Anthrax	1	28	29		29				.0009
Abscesses	1	165	162	1	166	2	.006	.00013	.022
Ulcers	1	65	64		66	2			.0009
Tumor		11	10		11	1			.0014
Adenitis	2	41	37		43	6			.0059
Hordeolum		4	4		4				.00054
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago		3	3		3				.0004
Podagra		5	5		5				.00067
Rheumatismus acutus	9	319	315		328	13			.044
Rheumatismus chronicus	3	153	146		156	8			.021
II. Of Bones:									
Odontalgia	1	16	17		17				.0023
Caries		3	3		3				.0005
Necrosis		1	1		1				.00013
III. Of Joints:									
Coxalgia		2	2		2				.00027
Synovitis		17	16		17	1			.0023
Hydrarthrus		1	1		1	1			.00013
Paronychia	1	124	123		125	2			.017
Periostitis		6	6		6				.00091
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.									
		23	21		23	2			.0031
b. Ascites.									
		2	1		2	1			.00027
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		10	9		10	1			.0013
Ischuria renalis		2	2		2				.00027
Diabetes		1			1	1			.00013
Albuminuria		2	2		2				.00027
Hæmaturia		2	2		2				.00027
Cystitis		7	7		7				.00084
Enuresis		4	4		4				.00054
Dysuria	1	7	8		8				.001
Calculus		1	1		1				.00013
Gonorrhœa		124	119		124	5			.016
Phimosis		2	2		2				.00027
Paraphimosis		3	3		3				.0004
Urethra strictura	1	22	20	1	23	2	.043	.00013	.0031
Syphilis primary	2	137	127		139	12			.018
Syphilis secondary	4	91	87		95	8			.012
Orchitis		68	63		68	5			.0082
Hydrocele		5	5		5				.00067
Spermatorrhœa		2	2		2				.00027

West Gulf squadron, from Jan. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia		89	80	2	89		.024	.00027	.011
Scrofula		14	13		14	1			.0019
Scorbutus		90	90		90				.012
Carcinoma		1	1		1				.00013
Epithelioma		1	1		1				.00013
Purpura		2	2		2				.00027
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		37	35		37	2			.005
Iritis		3	3		3				.0004
Conjunctivitis		43	43		43				.0058
Amaurosis		2	2		2				.00027
Hemeralopia	1	9	10		10				.00013
Nyctalopia		5	5		5				.00067
Cataracta		1	1		1				.00013
Fistula lacrymalis		1	1		1				.00013
II. Of Ear:									
Otalgia		3	3		3				.0004
Otitis		18	17		18	1			.0024
Otorrhœa		7	7		7				.00024
Surditas		2	2		2				.00027
CLASS 12.—Injuries and Displacements									
Concussio cerebri.....		7	6	1	7		.14	.00013	.00094
<i>Vulnus—</i>									
Vulnus laceratum		13	13		13				.0017
Vulnus incisum	2	94	94		96	2			.013
Vulnus punctum		45	45		45				.0061
Vulnus contusum	6	129	132		135	3			.018
Vulnus sclopeticum	1	225	156	69	226	1	.3	.0093	.03
Hernia		25	25		25				.0033
Fractura	5	49	51	3	54		.055	.0004	.0073
Luxatio	2	8	10		10				.0013
Subluxatio		91	89		91	2			.012
Contusio	3	298	296		301	5			.04
Ambustio		35	32	1	35	2	.028	.00013	.0047
Abrasio		29	28		29	1			.0039
Pernio		4	4		4				.00054
Amputatio		2	2		2				.00027
Rupture of spleen		1		1	1		1	.00013	.00013
Rupture of vena cava ascendens		1		1	1		1	.00013	.00013
Submersio		9		9	9		9	.0012	.0012
Coup de soleil		2	2		2				.00027
Total.....	110	10,845	10,584	168	10,955	203	.0153	.0227	1.486

WEST GULF SQUADRON.

From January 1, 1863, to December 31, 1863. Average number of ships' companies, 6,469; number of vessels, 64.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.....	8	2,113	2,095	3	2,121	23	.0014	.00046	.32
Remittens.....	7	245	235	12	252	5	.047	.0018	.038
Continua communis.....	1	121	119	.....	122	3	.....	.....	.018
Dengue.....	3	92	95	.....	95	.....	.....	.....	.014
Typhoides.....	.....	29	23	6	29	.....	.2	.00092	.0044
Icterodes.....	.....	267	185	80	267	2	.3	.0123	.041
II. <i>Ezanthemata</i>:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erysipelas.....	.....	14	13	.....	14	1	.....	.....	.0021
Rubeola.....	1	28	29	.....	29	.....	.....	.....	.0044
Variola.....	.....	2	2	.....	2	.....	.....	.....	.0003
Varioloides.....	.....	2	2	.....	2	.....	.....	.....	.0003
Urticaria.....	.....	4	4	.....	4	.....	.....	.....	.00061
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	.....	26	26	.....	26	.....	.....	.....	.004
Glossitis.....	.....	4	4	.....	4	.....	.....	.....	.00061
Tonsillitis.....	.....	91	89	.....	91	2	.....	.....	.014
Parotitis.....	.....	41	39	.....	41	2	.....	.....	.0063
Dyspepsia.....	.....	66	66	.....	66	.....	.....	.....	.01
Gastritis.....	1	24	22	2	25	1	.06	.0003	.0038
Hæmatemesis.....	.....	1	1	.....	1	.....	.....	.....	.00015
Cholera communis.....	.....	54	53	1	54	.....	.018	.00015	.0053
Hepatitis acuta.....	1	13	14	.....	14	.....	.....	.....	.0021
Hepatitis chronica.....	.....	11	11	.....	11	.....	.....	.....	.0017
Icterus.....	.....	28	27	.....	28	1	.....	.....	.0043
Splenitis.....	.....	10	9	.....	10	1	.....	.....	.0015
Peritonitis.....	.....	1	1	.....	1	.....	.....	.....	.00015
Enteritis.....	.....	13	12	1	13	.....	.077	.00015	.002
Constipatio.....	2	105	107	.....	107	.....	.....	.....	.016
Diarrhœa acuta.....	17	859	863	3	876	10	.0034	.00046	.13
Diarrhœa chronica.....	3	66	61	4	69	4	.058	.00061	.01
Dysentery acuta.....	12	281	290	2	293	1	.0068	.0003	.045
Dysentery chronica.....	2	18	18	.....	20	2	.....	.....	.003
Colica.....	3	74	77	.....	77	.....	.....	.....	.011
Fistula perinæ.....	.....	1	1	.....	1	.....	.....	.....	.00015
Hæmorrhoids.....	2	37	38	.....	39	1	.....	.....	.006
Fistula ani.....	.....	3	3	.....	3	.....	.....	.....	.00046
Prolapsus ani.....	.....	5	5	.....	5	.....	.....	.....	.00077
Vermes ani.....	.....	1	1	.....	1	.....	.....	.....	.00015
Melæna.....	.....	1	1	.....	1	.....	.....	.....	.00015
CLASS 3.—Diseases of the Respiratory System.									
Asthma.....	1	7	7	.....	8	1	.....	.....	.0012
Bronchitis acuta.....	8	246	248	.....	254	6	.....	.....	.039
Bronchitis chronica.....	2	57	56	.....	59	3	.....	.....	.0091
Catarrhus.....	9	464	459	.....	473	14	.....	.....	.073
Laryngitis.....	.....	20	19	.....	20	1	.....	.....	.003
Hæmoptysis.....	2	22	23	.....	24	1	.....	.....	.0037
Pleuritis.....	1	51	49	6	52	3	.....	.....	.008
Pneumonia.....	4	51	48	6	55	1	.1	.00092	.0085
Phtisis pulmonalis.....	6	58	57	5	64	2	.078	.00077	.0098
Influenza.....	5	10	14	.....	15	1	.....	.....	.0023
Pleurodynia.....	.....	31	31	.....	31	.....	.....	.....	.0048
CLASS 4.—Diseases of the Circulatory System.									
I. <i>General</i>:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Anæmia.....	.....	34	34	.....	34	.....	.....	.....	.0052
II. <i>Of Heart</i>:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Palpitatio.....	1	64	64	.....	65	1	.....	.....	.01
Carditis.....	.....	4	3	1	4	.....	.25	.00015	.00061
Endocarditis.....	.....	7	4	1	7	2	.14	.00015	.001
Pericarditis.....	.....	9	7	1	9	1	.11	.00015	.0013
Dilatatio.....	.....	1	3	4	4	.....	.....	.....	.00061
Hypertrophia.....	.....	8	7	.....	8	1	.....	.....	.0012
Angina pectoris.....	1	2	3	.....	3	.....	.....	.....	.00046
III. <i>Of Blood Vessels</i>:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Varix.....	.....	13	13	.....	13	.....	.....	.....	.002

West Gulf squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company,
CLASS 5.—Diseases of the Brain and Nervous System.									
Vertigo	1	7	8		8				.0012
Meningitis		2	2		2				.0003
Cerebritis		5	3	2	5		.4	.0003	.00077
Apoplexia		3	1	2	3		.66	.0003	.00046
Paralysis	2	7	8	1	9		.11	.00015	.0013
Epilepsia	1	16	15	1	17	1	.058	.00015	.0026
Neuralgia		50	48		50	2			.0077
Cephalalgia		72	71		72	1			.011
Mania		2	2		2				.0003
Dementia		4	4		4				.00061
Hysteria		1	1		1				.00015
Hypochondriasis		1	1		1				.00015
Delirium tremens		14	14		14				.0021
Irritatio spinalis		16	14		16	2			.0024
Congestio spinalis		2	2		2				.0003
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		28	28		28				.0043
b. Prurigo		1	1		1				.00015
2. Pustular—									
a. Impetigo	1		1		1				.00015
b. Porrigo		2	2		2				.0003
c. Ecthyma		7	7		7				.001
d. Acne		2	2		2				.0003
3. Squamous—									
a. Lepra		1	1		1				.00015
4. Vesicular—									
A. Vesiculæ—									
a. Herpes		10	10		10				.0015
b. Psora		5	5		5				.00077
c. Eczema		22	21		22	1			.0034
B. Bullæ—a. Pemphigus		1	1		1				.00015
II. Cellular—									
Hordeolum		1	1		1				.00015
Furunculus	2	172	173		174	1			.026
Anthrax		15	15		15				.0023
Abscessus	4	98	100	1	102	1	.0098	.00015	.015
Ulcus	3	34	37		37				.0057
Tumor	1	11	12		12				.0018
Adenitis	4	52	52		56	4			.0086
Phlegmon		3	3		3				.00046
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General—									
Podagra		1	1		1				.00015
Rheumatismus acutus	12	240	243		252	9			.038
Rheumatismus chronicus	7	202	196		209	13			.032
II. Of Bones:									
Odontalgia		13	13		13				.002
Caries		2	2		2				.0003
Necrosis		3	3		3				.00046
III. Of Joints:									
Coxalgia		2	2		2				.0003
Synovitis	1	12	11		13	2			.002
Hydrarthrus	1	1	2		2				.0003
Paronychia	2	67	68		69	1			.01
Periostitis		15	13		15	2			.0023
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca									
b. Ascites	2	4	6		6				.00092
		3	2		3	1			.00046

West Gulf squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick and of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	18	18		19	1			.0029
Ischuria renalis		3	3		3				.00046
Prostatitis		1	1		1				.00015
Albuminuria		2	1		2	1			.0003
Epididymitis		2	2		2				.0003
Cystitis	1	5	6		6				.00082
Enuresis		6	6		6				.00082
Dysuria		5	4		5	1			.00077
Calculus		4	4		4				.00061
Gonorrhoea	1	134	132		135	3			.02
Phimosi.		7	7		7				.001
Paraphimosi		1			1	1			.00015
Urethrae strictura	1	27	26		28	2			.0043
Syphilis primary	11	198	194		209	15			.032
Syphilis secondary	5	102	101		107	6			.016
Orchitis	2	63	64		66	2			.01
Hydrocele		3	3		3				.00046
Spermatorrhoea		5	5		5				.00077
Variococele		9	9		9				.0013
Sarcocele		1	1		1				.00015
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia		89	95	1	99	3	.01	.00015	.015
Scrofula	1	9	9		10	1			.0015
Scorbatus		41	41		41				.0063
Purpura		2	2		2				.0003
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia	1	27	28		28				.0043
Iritis	1	5	6		6				.00092
Conjunctivitis		38	37		38	1			.0052
Amaurosis		5	5		5				.00077
Hemeralopia		23	23		23				.0035
Pterygium		2	2		2				.0003
II. Of Ear:									
Otalgia		10	10		10				.0015
Otitis	1	10	10		11	1			.0017
Otorrhoea		6	5		6	1			.00092
Surditas		6	6		6				.00092
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		7	6	1	7		.14	.00015	.001
<i>Vulnus—</i>									
Vulnus laceratum		10	10		10				.0015
Vulnus incisum	2	69	69		71	2			.01
Vulnus punctum		51	51		51				.0078
Vulnus contusum	1	154	151		155	4			.024
Vulnus sclopeticum	1	92	63	31	93		.33	.0048	.014
Hernia	1	30	29		31	2			.0048
Fractura	2	29	31		31				.0048
Luxatio		10	10		10				.0015
Subluxatio		95	91		95	4			.014
Contusio	5	189	188		194	6			.03
Ambustio	2	35	35	2	37		.054	.0003	.0057
Abrasio	1	20	21		21				.0032
Pernio		1	1		1				.00015
Contusio cerebri		1	1		1				.00015
Suicidium		1		1	1		1	.00015	.00015
Coup de soleil		1	1		1				.00015
Submersio		66		66	66		.66	.01	.01
Total	190	8,884	8,642	237	9,074	195	.026	.036	1.4

WEST GULF SQUADRON.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 6,969; number of vessels, 62.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	25	1,060	1,076	2	1,085	7	.0018	.00028	.155
Remittens.....	9	797	787	12	806	7	.014	.0017	.115
Continua communis.....	4	136	140	2	140	1			.02
Typhoides.....		30	25	2	30	3	.066	.00028	.0043
Ictericæ.....		70	58	12	70	17		.0017	.01
II. Exanthemata:									
Erysipelas.....		43	43		43				.0061
Rubeola.....		14	14		14				.002
Variola.....		9	8		9	1			.0012
Varioloides.....		6	5		6	1			.00086
Varicella.....		1	1		1	1			.00014
Urticaria.....		3	3		3				.00043
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....		27	27		27				.0038
Glossitis.....		1	1		1				.00014
Tonsillitis.....	2	67	67		69	2			.0099
Pharyngitis.....	2	16	18		18				.0025
Œsophagitis.....		2	2		2				.00028
Dyspepsia.....		48	47		48	1			.0068
Gastritis.....	1	33	32	2	34		.06	.00028	.0048
Cholera communis.....		29	27	1	29	1	.034	.00014	.0041
Hepatitis acuta.....		32	32		32				.0045
Hepatitis chronica.....		18	18		18				.0025
Icterus.....	1	26	26		27	1			.0038
Splenitis.....	1	7	7	1	8		.12	.00014	.0011
Peritonitis.....		4	4		4				.00057
Enteritis.....		14	13	1	14		.07	.00014	.002
Constipatio.....		120	115		120	5			.017
Diarrhœa acuta.....	10	1,019	1,005	2	1,029	22	.0019	.00028	.147
Diarrhœa chronica.....	3	132	134	1	135		.0074	.00014	.019
Dysentæria acuta.....	1	310	300	8	311	3	.025	.0011	.044
Dysentæria chronica.....	2	31	33		33				.0047
Colica.....		78	75	1	78	2	.012	.00014	.011
Hæmorrhœis.....	1	60	60		61	1			.0087
Flatula ani.....		8	8		8				.0011
Prolapsus ani.....		3	3		3				.00043
Vermes.....		1	1		1				.00014
CLASS 3.—Diseases of the Respiratory System.									
Influenza.....	1	2	2		3	1			.00043
Asthma.....	1	13	12		14	2			.002
Bronchitis acuta.....	5	285	228	2	240	10	.0083	.00028	.034
Bronchitis chronica.....	3	73	70		76	6			.01
Catarrhus.....	24	374	386		398	12			.057
Laryngitis.....	1	37	34	3	38	1	.079	.00043	.0054
Hæmoptysis.....	1	21	21		22	1			.0031
Pleuritis.....	3	74	75		77	2			.011
Pneumonia.....		49	44	4	49	1	.081	.00057	.007
Phthisis pulmonalis.....	2	57	54	1	59	4	.017	.00014	.0084
Pleurodynia.....		25	25		25				.0035
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		22	21		22	1			.0031
Plethora.....		2	2		2				.00028
II. Of Heart:									
Palpitatio.....		57	57		57				.0081
Endocarditis.....	2	3	5		5				.00071
Pericarditis.....	1	4	4	1	5	2		.00014	.00071
Dilatatio.....		1	1		1				.00014
Hypertrophia.....	1	11	11		12	1			.0017
Angina pectoris.....		8	8		8				.0011
III. Of Blood Vessels:									
Aneurismus.....		1	1		1				.00014
Varix.....		10	10		10				.0014

West Gulf squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 5.—Diseases of the Brain and Nervous System.									
Inoslatio		4	4		4				.00057
Meningitis		2	2		2				.00028
Cephalalgia	1	43	44		44				.0063
Apoplexia		5	9	3	5	.6	.00043		.00071
Paralysis		8	7	1	8	.12	.00014		.0011
Epilepsia	1	35	34	2	36	.055	.00028		.0051
Neuralgia	2	61	62		63	1			.009
Mania		5	5		5				.00071
Dementia		9	9		9				.0013
Melancholia		3	3		3				.00043
Delirium tremens		9	9		9				.0013
Irritatio spinalis	1	10	11		11				.0015
Myelitis		1	1		1				.00014
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		14	14		14				.002
b. Prurigo		7	7		7				.001
2. Pustular—									
a. Impetigo		19	12		12				.0017
b. Porrigo		1	1		1				.00014
c. Ecthyma		13	13		13				.0018
3. Squamous:									
a. Psoriasis		4	4		4				.00057
4. Vesicular—									
A. Vesiculae—									
a. Herpes		7	7		7				.001
b. Psora		6	6		6				.00026
c. Eczema	1	17	18		18				.0025
B. Bullae—									
a. Pemphigus		3	3		3				.00043
b. Rupia		2	2		2				.00028
II. Cellular:									
Furunculus	1	237	236		238	2			.034
Anthrax		12	12		12				.0017
Abscessus	2	142	140		144	4			.02
Ulcus		71	67		71	4			.01
Tumor		12	11		12	1			.0017
Adenitis	3	40	42		43	1			.0061
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Podagra		1	1		1				.00014
Rheumatismus acutus	5	222	220		227	7			.028
Rheumatismus chronicus	16	216	226		232	4			.033
II. Of Bones:									
Odontalgia		15	15		15				.0021
Exostosis		1	1		1				.00014
Caries		3	3		3				.00043
Necrosis		5	5		5				.00071
III. Of Joints:									
Synovitis		17	17		17				.0024
Hydrarthrus		6	5		6	1			.00066
Paronychia	1	144	144		145	1			.02
Periostitis	2	8	10		10				.0014
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca									
b. Ascites	1	8	9		9				.0013
		3	3		3				.00043

West Gulf squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	1	11	12	.....	19	.....	.....	.....	.0017
Albuminuria	1	8	9	.....	9	.....	.....	.....	.0013
Hæmaturia .....	.....	3	3	.....	3	.....	.....	.....	.00043
Cystitis .....	.....	6	6	.....	6	.....	.....	.....	.00086
Enuresis .....	.....	5	5	.....	5	.....	.....	.....	.00071
Dysuria	1	3	4	.....	4	.....	.....	.....	.00057
Calculus .....	.....	3	3	.....	3	.....	.....	.....	.00043
Gonorrhœa	3	116	119	.....	119	.....	.....	.....	.017
Phimosis .....	.....	8	8	.....	8	.....	.....	.....	.0011
Paraphimosis	1	1	2	.....	2	.....	.....	.....	.00028
Urethræ strictura	1	14	14	.....	15	1	.....	.....	.0021
Syphilis primary	17	169	177	.....	186	9	.....	.....	.026
Syphilis secondary	5	113	115	.....	118	3	.....	.....	.017
Orchitis	3	77	76	.....	80	4	.....	.....	.011
Hydrocele .....	.....	6	6	.....	6	.....	.....	.....	.00086
Varicocele .....	.....	8	8	.....	8	.....	.....	.....	.0011
CLASS 10.—Cochæxia, and Malignant Diseases.									
Adynamia	2	118	117	2	190	1	.016	.00028	.017
Scrofula	2	13	15	.....	15	.....	.....	.....	.0021
Scorbutus .....	.....	42	42	.....	42	.....	.....	.....	.006
Carcinoma .....	.....	1	1	.....	1	.....	.....	.....	.00014
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia .....	.....	27	27	.....	27	.....	.....	.....	.0038
Iritis .....	.....	8	8	.....	8	.....	.....	.....	.0011
Conjunctivitis	1	46	47	.....	47	.....	.....	.....	.0067
Amaturosis .....	.....	6	6	.....	6	.....	.....	.....	.00086
Hemeralopia .....	.....	8	8	.....	8	.....	.....	.....	.0011
Nyctalopia .....	.....	4	4	.....	4	.....	.....	.....	.00057
Cataracta	1	.....	1	.....	1	.....	.....	.....	.00014
Fistula lachrymalis .....	.....	1	1	.....	1	.....	.....	.....	.00014
II. Of Ear:									
Otalgia .....	.....	10	10	.....	10	.....	.....	.....	.0014
Otitis	1	14	15	.....	15	.....	.....	.....	.0021
Otorrhœa	1	13	14	.....	14	.....	.....	.....	.002
Surditas .....	.....	4	4	.....	4	.....	.....	.....	.00057
CLASS 12.—Injuries and Displacements.									
Concussio cerebri .....	.....	14	11	3	14	.....	.21	.00043	.002
<i>Vulnus—</i>									
Vulnus incisum	4	86	89	.....	90	1	.....	.....	.012
Vulnus punctum .....	.....	55	54	.....	55	1	.....	.....	.0079
Vulnus contusum	5	198	197	.....	203	6	.....	.....	.029
Vulnus scelopeticum .....	.....	161	116	45	161	.....	.28	.0064	.023
Hernia	1	28	29	.....	29	.....	.....	.....	.0041
Fractura	7	43	44	5	50	1	.1	.00071	.071
Luxatio .....	.....	4	4	.....	4	.....	.....	.....	.00057
Subluxatio	4	66	69	.....	70	1	.....	.....	.01
Contusio	4	261	256	2	265	7	.0075	.00028	.036
Ambustio .....	.....	69	67	1	69	1	.014	.00014	.0069
Abrasio .....	.....	17	17	.....	17	.....	.....	.....	.0024
Perno .....	.....	11	11	.....	11	.....	.....	.....	.0015
Submersio .....	.....	110	.....	110	110	.....	.110	.0157	.0157
Total	210	8,767	8,586	230	8,977	161	.0256	.035	1.36

WEST GULF SQUADRON

From January 1, 1865, to June 30, 1865. Average number of ship's companies, 6,255; number of vessels, 77.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	7	312	302		319	17			.051
Remittens	6	190	187	2	196	7	.01	.00032	.031
Continua communis	1	44	44		45	1			.0071
Typhus	2	2	1		2	1			.00032
Typhoides	3	13	15	1	16		.063	.00016	.0025
II. Exanthemata:									
Erysipelas		18	16		18	2			.0028
Rubeola		1	1		1				.00016
Variola	4	31	35		35				.0055
Varioloides	1	9	9	1	10		.1	.00016	.0016
Urticaria		1	1		1				.00016
CLASS 2.—Diseases of the Digestive System.									
Stomatitis		8	8		8				.0012
Glossitis		3	3		3				.00048
Tonsillitis	2	42	43		44	1			.007
Parotitis		28	28		28				.0044
Dyspepsia	1	39	40		40				.0063
Gastritis		17	17		17				.0027
Hæmatemesis		3	3		3				.00048
Cholera communis		10	10		10				.0016
Hepatitis acuta		8	8		8				.0012
Hepatitis chronica		7	7		7				.0011
Icterus	1	14	14	1	15		.066	.00016	.0023
Splenitis		1	1		1				.00016
Enteritis		4	3	1	4		.25	.00016	.00063
Constipatio	5	56	59		61	2			.0027
Diarrhœa acuta	20	508	522		528	6			.084
Diarrhœa chronica		40	39		40	1			.0063
Dysentery acuta	2	143	130	1	145	14	.0068	.00016	.023
Dysentery chronica		6	5		6	1			.00095
Colica	2	39	41		41				.0065
Hæmorrhoids	1	26	27		27				.0043
Fistula ani		1	1		1				.00016
Prolapsus ani		2	2		2				.00032
Vermes		3	3		3				.00048
CLASS 3.—Diseases of the Respiratory System.									
Influenza	1	25	26		26				.0041
Asthma	2	10	11		12	1			.0019
Bronchitis acuta	10	191	199		201	2			.032
Bronchitis chronica	5	59	59		64	5			.01
Catarrhus	9	172	180		181	1			.028
Laryngitis	1	16	17		17				.0027
Hæmoptysis	1	4	5		5				.00079
Pleuritis	2	41	41	1	43	1	.023	.00016	.0068
Pneumonia	3	34	32	4	37	1	.1	.00063	.0059
Phthisis pulmonalis	5	45	50		50				.0079
Pleurodynia		6	6		6				.00085
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia	2	18	18		20	2			.0031
II. Of Heart:									
Palpittatio		31	30		31	1			.0049
Carditis		3	3		3				.00048
Endocarditis		1	1		1				.00016
Pericarditis		1		1	1		.1	.00016	.00016
Dilatatio		1	1		1				.00016
Hypertrophia	1	7	8		8				.0012
Angina pectoris		6	6		6				.00065

West Gulf Squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
III. <i>Of Blood Vessels:</i>									
Phlebitis		1	1		1				.00016
Varix		1	1		1				.00016
CLASS 5.— <i>Diseases of the Brain and Nervous System.</i>									
Insolatio		2	1	1	2		.5	.00016	.00032
Cephalalgia		34	31		34	3			.00054
Cerebritis		2	2		2				.00032
Paralysis		3	3		3				.00048
Epilepsia		13	13		13				.002
Neuralgia	1	24	23		25	2			.00039
Tetanus		1	1		1				.00016
Mania		4	4		4				.00063
Dementia		3	3		3				.00048
Delirium tremens		10	9	1	10		.1	.00016	.00016
Irritatio spinalis		1	1		1				.00016
Myelitis		1	1		1				.00016
CLASS 6.— <i>Diseases of the Cutaneous and Cellular Systems.</i>									
I. <i>Cutaneous:</i>									
1. <i>Papular—</i>									
a. Lichen		5	5		5				.00079
b. Prurigo		1	1		1				.00016
2. <i>Pustular—</i>									
a. Impetigo		7	6		7	1			.0011
b. Ecthyma		4	4		4				.00063
c. Acne		2	2		2				.00032
3. <i>Squamous—</i>									
a. Psoriasis		3	1		3	2			.00048
4. <i>Vesicular—</i>									
A. <i>Vesiculae:</i>									
a. Herpes		5	5		5				.00079
b. Psora		5	5		5				.00079
c. Eczema		19	19		19				.003
II. <i>Cellular:</i>									
Furunculus	2	80	78		82	4			.013
Anthrax	1	11	9		12	3			.00019
Abscessus	4	64	62		68	6			.01
Ulcus	5	38	43		43				.0088
Tumor	1	5	5		6	1			.00095
Adenitis	1	38	39		39				.0062
CLASS 7.— <i>Diseases of Fibrous, Muscular, and Osseous Systems.</i>									
I. <i>General:</i>									
Rheumatismus acutus	6	130	129	1	136	6	.0073	.00016	.021
Rheumatismus chronicus	5	111	110		116	6			.018
II. <i>Of Bones:</i>									
Odontalgia		6	6		6				.00095
Necrosis		2	2		2				.00032
III. <i>Of Joints:</i>									
Coxalgia		2	2		2				.00032
Synovitis		8	6		8	2			.0012
Hydrarthrus	1	1	2		2				.00032
Paronychia	1	52	52		53	1			.0084
Anchylolisis		1	1		1				.00016
Periostitis		2	2		2				.00032
CLASS 8.— <i>Diseases of Serous, Exhalant, and Absorbent Systems.</i>									
Hydrops:									
a. Anasarca	1	6	6		7	1			.0011
b. Ascites		5	5		5				.00079

West Gulf squadron, from Jan. 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis		8	8		8				.0019
Ischuria renalis		1	1		1				.00016
Diabetes		1	1		1				.00016
Albuminuria		1	1		1				.00016
Cystitis		2	2		2				.00032
Enureals		1	1		1				.00016
Calculus		2	2		2				.00032
Gonorrhoea		66	63		66	3			.01
Phimosia		7	7		7				.0011
Urethrae strictura		15	15		15				.0023
Syphilis primary	8	98	99		106	7			.016
Syphilis secondary	3	44	45		47	2			.0075
Orchitis	4	29	33		33	2			.0052
Hydrocele		2	2		2				.00032
Variococele		4	4		4				.00063
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia	1	49	48		50	2			.0079
Scrofula		4	4		4				.00063
Scorbutus		18	18		18				.0028
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia		15	15		15				.0023
Iritis		2	2		2				.00032
Conjunctivitis		47	46		47	1			.0075
Amaurosis		2	2		2				.00032
Hemeralopia	3	9	12		12				.0019
Nyctalopia		3	2		3	1			.00048
Cataracta		1	1		1				.00016
Flatula lachrymalis		1	1		1				.00016
II. Of Ear:									
Otalgia		2	2		2				.00032
Otitis		7	7		7				.0011
Otorrhoea		10	10		10				.0016
Surditas	1		1		1				.00016
CLASS 12.—Injuries and Displacements.									
Vulnus—									
Vulnus incisum	1	58	55		59	4			.0094
Vulnus punctum	2	23	24		25	1			.0039
Vulnus contusum	6	96	96		102	6			.016
Vulnus sclopeticum		108	100	7	108	1	.064	.0011	.017
Hernia		18	17		18	1			.0028
Fractura	1	31	30		32	2			.0051
Luxatio		2	2		2				.00032
Subluxatio	1	34	35		35				.0055
Contusio	7	124	125	3	131	3	.022	.00048	.02
Ambustio	1	27	27		28	1			.0044
Abrasio		18	17		18	1			.0028
Perno		1	1		1				.00016
Submersio		10		10	10		10.	.0016	.0016
Total.....	166	4,014	4,003	36	4,180	141	.0096	.0067	.668

MISSISSIPPI SQUADRON.

Embracing the Mississippi river and its tributaries; transferred from the United States army in October, 1862. From October 1, 1862, to December 31, 1862. Average number of ships' companies, 2,049; total number of vessels in squadron, 27.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febrile.									
I. Intermittens									
Remittens	469	425	5	469	38	.01	.0094	.22	
Continua communis	141	127	5	141	11	.021	.0014	.068	
Typhoides	18	17	1	18	1	.055	.00048	.0087	
II. Exanthemata:									
Erysipelas	8	5	2	8	1	.25	.00097	.0039	
Urticaria	2	1	2	2	1			.00097	
	2	2		2				.00097	
CLASS 2.—Diseases of the Digestive System.									
Stomatitis	9	9		9				.0043	
Ranula	9	6		9	3			.0043	
Dyspepsia	5	3		5	2			.0024	
Gastritis	10	7		10	3			.0048	
Cholera communis	1	1		1				.00048	
Hepatitis acuta	17	15		17	2			.0062	
Hepatitis chronica	2	2		2				.00097	
Icterus	9	9		9				.0043	
Splenitis	2	2		2				.00097	
Enteritis	4	3		4	1			.0019	
Constipatio	26	27		26				.013	
Diarrhoea acuta	290	262	6	290	22	.03	.0029	.41	
Diarrhoea chronica	52	30	4	52	18	.076	.0019	.025	
Dysentery acuta	33	28	4	33	1	.12	.0019	.016	
Dysentery chronica	2	1	1	2		.5	.00048	.00097	
Colica	5	5		5				.0024	
Hæmorrhoids	6	4		6	2			.0029	
Fistula ani	3	1	1	3	1	.33	.00048	.0014	
CLASS 3.—Diseases of the Respiratory System.									
Pleurodynia	1	1		1				.00048	
Asthma	8	7		8	1			.0039	
Bronchitis acuta	31	27		31	4			.015	
Catarrhus	65	64		65	1			.031	
Laryngitis	3	3		3				.0014	
Epistaxis	1	1		1				.00048	
Pleuritis	8	7		8	1			.0039	
Pneumonia	20	13	3	20	4	.15	.0014	.0097	
Phthisis pulmonalis	8	6	1	8	1	.12	.00048	.0039	
Influenza	3	3		3				.0014	
Diphtheria	1	1		1				.00048	
CLASS 4.—Diseases of the Circulatory System.									
II. Of Heart:									
Palpitatio	4	4		4				.0019	
Carditis	2	2		2				.00097	
Hypertrophia	3			3	3			.0014	
III. Of Blood Vessels:									
Varix	1	1		1				.00048	
CLASS 5.—Diseases of the Brain and Nervous System.									
Meningitis	2	1	1	2		.5	.00048	.00097	
Cerebritis	1		1	1		1.	.00048	.00048	
Cephalalgia	5	5		5				.0024	
Paralysis	1	1		1				.00048	
Epilepsia	6	6		6				.0029	
Neuralgia	8	8		8				.0039	

Mississippi squadron, from Oct. 1, 1862, to Dec. 31, 1862—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Pustular—									
a. Ecthyma.....		1	1		1				.00048
2. Vesicular—									
a. Eczema.....		1	1		1				.00048
II. Cellular:									
Furunculus.....		2	2		2				.00097
Abscessus.....		5	3		5	2			.0024
Tumor.....		2	2		2				.00097
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Rheumatismus acutus.....		50	38		50	12			.024
Rheumatismus chronicus.....		6	2		6	4			.0029
II. Of Joints:									
Paronychia.....		4	4		4				.0019
Periostitis.....		1	1		1				.00048
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca.....		2	2		2				.00097
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....		5	4		5	1			.0024
Diabetes.....		2	2		2				.00097
Cystitis.....		3	2		3	1			.0014
Enuresis.....		2	2		2				.00097
Dysuria.....		1	1		1				.00048
Gonorrhœa.....		13	9		13	4			.0063
Spermatorrhœa.....		1	1		1	4			.00048
Syphilis primary.....		8	4		8	4			.0039
Syphilis secondary.....		8	6		8	2			.0039
Orchitis.....		9	8		9	1			.0043
Varicocele.....		1	1		1				.00048
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia.....		41	34		41	7			.02
Tuberculosis.....		1	1		1				.00048
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia.....		3	2		3	1			.0014
Conjunctivitis.....		5	3		5	2			.0024
Amaurosis.....		2	1		2	1			.00097
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....		1	1		1				.00048
Vulnus—									
Vulnus incisum.....		1			1	1			.00048
Vulnus punctum.....		1			1	1			.00048
Vulnus contusum.....		3	2		3	1			.0014
Vulnus sclopeticum.....		11	2	2	11	7	.181	.00097	.0053
Hernia.....		5	5		5				.0024
Fractura.....		2	2		2				.00097
Luxatio.....		1	1		1				.00048
Subluxatio.....		3	3		3				.0014
Contusio.....		7	7		7				.0034
Ambustio.....		2	2		2				.00097
Total.....		1,524	1,315	35	1,524	174	.0229	.017	.743

MISSISSIPPI SQUADRON.

From January 1, 1863, to December 31, 1863. Average number of ships' companies, 4,279; number of vessels, 54.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens	36	4,551	4,506	14	4,587	67	.003	.0032	1.07
Remittens.....	10	1,505	1,441	58	1,515	16	.038	.013	.354
Continua communis.....		65	64		65	1			.015
Typhus.....		7	4	3	7		.42	.0007	.0016
Typhoides.....	1	81	60	20	82	2	.24	.0046	.019
Icterodes.....		1	1		1				.00023
II. Exanthemata:									
Erysipelas.....	1	38	37	1	39	1	.025	.00023	.0091
Scarlatina.....		1			1				.00023
Rubeola.....		74	59	2	74	13	.027	.00046	.017
Variola.....		26	21	4	26	1	.15	.00093	.006
Varioloides.....		14	13	1	14		.071	.00023	.0032
Urticaria.....		7	6		7	1			.0016
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....		16	16		16				.0037
Glossitis.....		1	1		1				.00023
Tonsillitis.....	3	67	67		70	3			.016
Parotitis.....		20	18	1	20	1	.05	.00023	.0046
Dyspepsia.....	2	62	64		64				.014
Gastritis.....	3	79	80		82	2			.019
Cholera communis.....		19	17	2	19		.105	.00046	.0044
Hepatitis acuta.....	1	51	46	3	52	3	.057	.0007	.012
Hepatitis chronica.....	1	25	24	1	26	1	.038	.00023	.006
Icterus.....		43	40		43	3			.01
Splenitis.....		10	10		10				.0023
Peritonitis.....		1	1		1				.00023
Enteritis.....	1	17	15	3	18		.16	.0007	.0042
Constipatio.....		103	101		103	2			.024
Diarrhœa acuta.....	22	1,937	1,917	21	1,959	21	.01	.0049	.457
Diarrhœa chronica.....	14	378	313	33	392	46	.084	.0077	.691
Dysentery acuta.....		231	219	10	231	2	.043	.0023	.054
Dysentery chronica.....	4	24	22	6	26		.21	.0014	.0065
Colica.....		83	83		83				.019
Hæmorrhoids.....	2	61	59		63	4			.014
Fistula ani.....	1	7	5		8	3			.0018
Prolapsus ani.....		4	3		4	1			.00093
Vermes.....		1	1		1				.00023
Cirrhoris.....		1	1		1				.00023
CLASS 3.—Diseases of the Respiratory System.									
Diphtheria.....		5	3	1	5	1	.2	.00023	.0011
Asthma.....	2	18	19		20	1			.0046
Bronchitis acuta.....	5	323	311	2	328	15	.0061	.00046	.076
Bronchitis chronica.....	1	30	22	2	31	7	.064	.00046	.0072
Catarrhus.....	1	311	306		312	6			.072
Laryngitis.....		18	17		18	1			.0042
Hæmoptysis.....		8	8		8				.0018
Pleuritis.....		55	52	1	55	2	.018	.00023	.019
Pneumonia.....	4	117	88	21	121	12	.173	.0049	.028
Phthisis pulmonalis.....	1	81	56	17	82	9	.2	.0039	.019
Influenza.....		6	5		6	1			.0014
Pleurodynia.....		12	11		12	1			.0028
Epistaxis.....		3	3		3				.0007
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia.....		31	28	1	31	2	.032	.00023	.0072
Plethora.....		5	5		5				.0011
II. Of Heart:									
Palpitatio.....		14	11		14	3			.0032
Carditis.....		4	4		4				.00023
Endocarditis.....		2	1	1	2		.5	.00023	.00046
Pericarditis.....		1	1		1				.00023
Dilatatio.....		2	2		2				.00046
Hypertrophis.....	3	6	7	1	9	1	.11	.00023	.0021
Angina pectoris.....		3	3		3				.0007

Mississippi squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
III. <i>Of Blood Vessels:</i>									
Phlebitis.....		1	1		1				.0023
Varix.....		5	5		5				.0011
CLASS 5.— <i>Diseases of the Brain and Nervous System.</i>									
Insolatio.....		4	4		4				.0093
Meningitis.....		6	4	2	6		.33	.00046	.0014
Cerebritis.....		9	6	3	9	1	.22	.00046	.0021
Apoplexia.....		1		1	1		1	.00023	.00023
Paralysis.....		3	3		3				.007
Epilepsia.....		25	22		25	3			.0058
Neuralgia.....		42	42		42				.0098
Tetanus.....		2	1	1	2		.5	.00023	.00046
Mania.....		3	2		3	1			.007
Dementia.....		7	5	1	7	1	.14	.00023	.0016
Cephalalgia.....		80	80		80				.018
Hypochondriasis.....		5	4		5	1			.0011
Delirium tremens.....		7	6	1	7		.14	.00023	.0016
Irritatio spinalis.....		1	1		1				.0023
CLASS 6.— <i>Diseases of the Cutaneous and Cellular Systems.</i>									
I. <i>Cutaneous:</i>									
1. <i>Papular—</i>									
a. Lichen.....		2	2		2				.00046
b. Prurigo.....		2	2		2				.00046
2. <i>Pustular—</i>									
a. Impetigo.....		1	1		1				.00023
b. Ecthyma.....		4	4		4				.00083
c. Acne.....		1	1		1				.00023
4. <i>Vesicular—</i>									
A. <i>Vesiculae—</i>									
a. Herpes.....		7	7		7				.0016
b. Psora.....		5	4		5	1			.0011
c. Eczema.....		9	7		9	2			.0021
II. <i>Cellular:</i>									
Furunculus.....		24	24		24				.0056
Anthrax.....		6	6		6				.0014
Abscessus.....	2	75	74		77	3			.018
Ulcus.....		28	26		28	2			.0065
Tumor.....		2	2		2				.00046
Adenitis.....		4	4		4				.00093
CLASS 7.— <i>Diseases of Fibrous, Muscular, and Osseous Systems.</i>									
I. <i>General:</i>									
Lumbago.....		5	5		5				.0011
Rheumatismus acutus.....	14	234	240	1	248	7	.004	.00023	.057
Rheumatismus chronicus.....	3	115	96		118	23			.027
II. <i>Of Bones:</i>									
Odontalgia.....		18	18		18				.0042
Exostosis.....		1	1		1				.00023
Caries.....		1	1		1				.00023
Necrosis.....		1			1	1			.00023
III. <i>Of Joints:</i>									
Coxalgia.....		5	5		5				.0011
Synovitis.....		18	16		18	2			.0042
Paronychia.....		41	40		41	1			.0085
Periostitis.....		2	2		2				.00046
CLASS 8.— <i>Diseases of Serous, Exhalant, and Absorbent Systems.</i>									
Hydrops—a. <i>Anasarca</i>									
b. <i>Ascites</i>		46	37	4	46	5	.087	.00093	.01
		12	11	1	12		.083	.00083	.0083

Mississippi squadron, from Jan. 1, 1863, to Dec. 31, 1863—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis.....	10	8	10	1	28	9			.0023
Ichuria renalis.....	1	1	1	1	4				.00023
Albuminuria.....	1	1	1	1	4				.00023
Hæmaturia.....	4	4	4	4	16				.00083
Cystitis.....	1	10	11	11	22				.0025
Enuresis.....	2	2	2	2	8				.00046
Dysuria.....	4	4	4	4	16				.00093
Calculus.....	4	3	4	4	15	1			.00093
Gonorrhœa.....	4	81	83	85	172	2			.019
Phimosia.....	1	1	1	1	4				.00023
Urethra strictura.....	14	14	14	14	56				.0039
Syphilis primary.....	4	63	65	67	134	2			.015
Syphilis secondary.....	2	59	52	61	114	9			.014
Orchitis.....	1	40	37	41	82	4			.0095
Sarcocœle.....	2	2	2	2	8				.00046
Spermatorrhœa.....	7	7	7	7	28				.0016
Variocœle.....	11	10	11	11	44	1			.0025
CLASS 10.—Cœczæia, and Malignant Diseases.									
Adynamia.....	7	303	279	3	310	28	.0096	.0007	.073
Scrofula.....	17	15	17	17	68	2			.0039
Scorbutus.....	98	94	1	96	384	1	.038	.00083	.006
Carcinoma.....	2	2	2	2	8				.00046
Epithelioma.....	1	1	1	1	4				.00023
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia.....	1	22	22	23	46	1			.0053
Iritis.....	2	9	9	9	36				.00046
Conjunctivitis.....	2	26	30	30	120				.007
Amaurosis.....	1	3	4	4	16				.00093
Entropion.....	1	1	1	1	4				.00023
Cataracta.....	1	1	1	1	4				.00023
Pterygium.....	1	1	1	1	4				.00023
Cornetia.....	2	2	2	2	8				.00046
II. Of Ear:									
Otalgia.....	4	4	4	4	16				.00093
Otitis.....	9	7	9	9	36	2			.0021
Otorrhœa.....	9	9	9	9	36				.0021
Surditas.....	2	2	2	2	8				.00046
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....	1	10	10	1	11		.60	.00083	.0085
Vulnus—									
Vulnus laceratum.....	8	6	6	6	24	2			.0018
Vulnus incisum.....	1	48	48	49	196	1			.011
Vulnus punctum.....	1	7	8	8	32				.0018
Vulnus contusum.....	1	101	97	109	436	5			.021
Vulnus sclopeticum.....	8	222	174	49	230	7	.31	.011	.053
Hernia.....	46	34	46	46	184	19			.01
Fractura.....	36	38	3	36	144	1	.083	.0007	.0084
Luxatio.....	10	9	10	10	40	1			.0023
Subluxatio.....	34	31	34	34	136	3			.0079
Contusio.....	53	67	1	63	252	5	.01	.00083	.021
Ambusio.....	25	22	1	25	100	2	.04	.00023	.0058
Abrasio.....	3	3	3	3	12				.00046
Pernio.....	2	1	2	2	8	1			.00046
Amputatio.....	6	7	6	6	24	1			.0018
Compressio cerebri.....	1	1	1	1	4				.00023
Submersio.....	31	31	31	31	124	31		.079	.0079
Total.....	173	19,908	18,408	334	13,141	405	.0254	.078	3.07

MISSISSIPPI SQUADRON.

From January 1, 1864, to December 31, 1864. Average number of ships' companies, 6,569 ; number of vessels, 81.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermittens.....	67	3,886	3,886	7	3,953	60	.0017	.001	.6
Remittens.....	16	1,321	1,261	47	1,337	29	.035	.0071	.2
Continua communis.....	1	248	241	3	249	5	.012	.00045	.037
Typhus.....	7	7	5	5	7	7			.001
Typhoides.....	2	127	81	36	129	12	.28	.0054	.019
Icteroles.....		21	19	2	21		.095	.0003	.0031
II. <i>Ezanthemata</i>	1	19	19	1	20		.05	.00015	.003
Erysipelas.....		2	2		2				.0003
Scarlatina.....		2	2		2				.012
Rubeola.....	13	70	68	4	83	11	.048	.0006	.015
Variola.....	1	97	78	15	98	5	.153	.0022	.0074
Varioloides.....		49	46	2	49	1	.04	.0003	.0012
Varicella.....		8	8		8				.001
Urticaria.....	1	6	7		7				
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....		10	10		10				.0015
Pharyngitis.....		4	4		4				.0006
Glossitis.....		4	4		4				.0006
Tonsillitis.....	3	96	98		99	1			.015
Parotitis.....	1	31	31	1	32		.031	.00015	.0048
Cirrhosis.....		1	1	1	1		L.	.00015	.00015
Dyspepsia.....		52	47		52	5			.0079
Gastritis.....	2	98	97	2	100	1	.02	.0003	.015
Hæmatemesia.....		2	2		2				.0003
Cholera communis.....		15	14		15	1			.0022
Hepatitis acuta.....	3	44	46		47	3			.0071
Hepatitis chronica.....	1	26	22	2	27	1	.074	.0003	.0041
Icterus.....	3	73	71	1	76	4	.013	.00015	.011
Splenitis.....		2	2		2				.0003
Peritonitis.....		3	3		3				.00045
Enteritis.....		22	18	4	22		.18	.0006	.0033
Constipatio.....	2	143	145		145				.022
Diarrhoea acuta.....	21	2,297	2,265	11	2,318	42	.0047	.0016	.35
Diarrhoea chronica.....	46	491	441	40	537	56	.074	.006	.081
Dysenteria acuta.....	2	272	260	8	274	6	.029	.0012	.041
Dysenteria chronica.....		29	22	6	29	1	.2	.00091	.0044
Cólica.....		97	96		97	1			.014
Tabes mesenterica.....		1	1	1	1		L.	.00015	.00015
Hæmorrhoids.....	4	97	97		101	4			.015
Fistula ani.....	3	9	11		12	1			.0018
Prolapsus ani.....	1	2	2		3	1			.00045
Vermes.....		7	7		7				.001
CLASS 3.—Diseases of the Respiratory System.									
Asphyxia.....		14	14		14				.0021
Asthma.....	1	7	6	1	8	1	.125	.00015	.0012
Bronchitis acuta.....	15	339	343	2	354	9	.0056	.0003	.633
Bronchitis chronica.....	7	73	71		80	9			.019
Catarrhus.....	6	323	317		329	12			.05
Laryngitis.....	1	16	17		17				.0025
Hæmoptysis.....		12	12		12				.0018
Pleuritis.....	2	125	121	4	127	2	.031	.0006	.019
Pneumonia.....	12	189	177	14	201	10	.069	.0031	.03
Phtisis pulmonalis.....	9	121	93	22	130	15	.169	.0033	.02
Influenza.....	1	41	41		42	1			.0063
Pleurodynia.....	1	24	25		25				.0038
Diphtheria.....		2	2		2				.0003
CLASS 4.—Diseases of the Circulatory System.									
I. <i>General</i>									
Anæmia.....	2	33	35		35				.0053
II. <i>Of Heart</i>									
Syncope.....		1	1	1	1	1		.00015	.00015
Palpitatio.....	3	15	16		18	2			.0027
Carditis.....		4	1	3	4		.75	.00045	.0006

Mississippi squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 4—Continued.									
Endocarditis		3	2	1	3		.33	.00015	.00045
Pericarditis		6	5	1	6		.16	.00015	.00091
Dilatatio		2		2	2			.0003	.0003
Hypertrophia	1	13	11	1	14	2	.071	.00015	.0021
Angina pectoris		12	8	2	12	2	.166	.0003	.0018
III. Of Blood Vessels:									
Aneuriasmus		1	1		1				.00015
Varix		9	9		9				.0013
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		1	1		1				.00015
Meningitis		9	4	5	9		.55	.00076	.0013
Cerebritis	1	3	3	1	4		.25	.00015	.0006
Apoplexia		5	3	2	5		.4	.0003	.00076
Paralysis		14	12		14	2			.0021
Epilepsia	3	46	42	2	49	5	.04	.0003	.0074
Neuralgia		91	88		91	3			.013
Tetanus		2	1	1	2		.5	.00015	.0003
Mania	1	4	5		5				.00076
Dementia	1	10	10		11	1			.0016
Melancholia		1	1		1				.00015
Hypochondriasis	1	4	4		5	1			.00076
Delirium tremens		18	16	1	18	1	.055	.00015	.0027
Irritatio spinalls		4	4		4				.0006
Hemiplegia		2	2		2				.0003
Vertigo		4	4		4				.0006
Cephalalgia		55	53		55	2			.0083
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen		6	5		6	1			.00091
b. Prurigo		1	1		1				.00015
2. Pustular—									
a. Impetigo		8	7		8	1			.0012
b. Ecthyma		5	5		5				.00076
3. Squamous—									
a. Psoriasis		4	4		4				.0006
4. Vesicular—									
A. Vesiculae—									
a. Herpes		9	9		9				.0013
b. Psora	1	24	20		25	5			.0038
c. Eczema	2	21	20		23	3			.0035
B. Bullae—									
a. Pemphigus		1	1		1				.00015
b. Rupia		1	1		1				.00015
II. Cellular:									
Hordeolum		1	1		1				.00015
Furunculus		103	102		103	1			.015
Anthrax		11	10		11	1			.0016
Abscessus	3	112	112		115	3			.017
Ulcus	2	59	56		61	5			.0092
Tumor		13	13		13				.0019
Adenitis		22	20		22	2			.0033
Phlegmon		2	1		2	1			.0003
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago		8	8		8				.0012
Podagra		2	2		2				.0003
Rheumatismus acutus	7	313	313	2	320	5	.0062	.0003	.048
Rheumatismus chronicus	22	256	252		278	26			.042
II. Of Bones:									
Odontalgia		19	19		19				.0022
Caries		3	3		3				.00045
Necrosis	1	6	7		7				.001

Mississippi squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 7—Continued.									
III. Of Joints:									
Coxalgia		2	2		2				.0003
Synovitis	2	15	16		17	1			.0025
Hydrarthrus		2	2		2				.0003
Paronychia	1	78	76		79	3			.012
Anchylolosis		3	3		3				.00045
Periostitis		18	17		18	1			.0027
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent System.									
Hydrops—a. Anasarca	5	63	63	4	68	1	.06	.0006	.01
b. Ascites		18	16	1	18	1	.055	.00015	.0027
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	2	31	31		33	2			.005
Ischuria renalis		2	2		2				.0003
Diabetes		4	4		4				.0006
Albuminuria		4	4		4				.0006
Epididymitis		4	4		4				.0006
Cystitis		7	6		7	1			.001
Enuresis		2	2		2				.0003
Dysuria		6	6		6				.00091
Calculus	1	2	2		3	1			.00045
Gonorrhœa	2	235	224		237	13			.036
Phimosis		3	3		3				.00045
Paraphimosis		2	2		2				.0003
Urethra strictura		13	13		13				.0019
Syphilis primary	2	169	160		171	11			.026
Syphilis secondary	9	111	110		120	10			.019
Orethritis	4	47	47		51	4			.0077
Hydrocele		8	7		8	1			.0012
Hæmatocele		2	1		2	1			.0003
Varicocele	1	21	20		22	2			.0033
Balanitis		1	1		1				.00015
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia	28	315	300	5	343	38	.014	.00076	.052
Scrofula	2	13	13	1	15	1	.066	.00015	.0022
Scorbutus	1	24	25		25				.0038
Carcinoma		1		1	1		1.	.00015	.00015
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia	1	50	47		51	4			.0077
Iritis		5	5		5				.00076
Conjunctivitis		54	50		54	4			.0022
Amaturosis		5	5		5				.00076
Hemeralopia		1	1		1				.00015
Fistula lachrymalis		1	1		1				.00015
II. Of Ear:									
Otalgia		9	9		9				.0013
Otitis	2	19	19		21	2			.0031
Otorrhœa		10	10		10				.0015
Surditas		6	6		6				.00091
CLASS 12.—Injuries and Displacements.									
Concussio cerebri		1	1		1				.00015
Vulnus—									
Vulnus laceratum	2	17	19		19				.0028
Vulnus incisum	1	60	60		61	1			.0029
Vulnus punctum		41	38	1	41	2	.024	.00015	.0022
Vulnus contusum	5	142	132	10	147	5	.07	.0015	.022
Vulnus sclopeticum	7	192	170	29	199		.14	.0044	.03
Hernia sclopeticum	13	72	76	2	85	7	.023	.0003	.013
Fractura	1	32	29	1	33	3	.03	.00015	.005

Mississippi squadron, from Jan. 1, 1864, to Dec. 31, 1864—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 12—Continued.									
Luxatio.....	1	18	19	.....	19	.....	.....	.....	.0028
Subluxatio.....	3	60	62	.....	63	1	.....	.....	.0085
Contusio.....	179	179	179	1	184	4	.0054	.00015	.028
Ambusio.....	2	22	24	.....	24	8	.....	.....	.0036
Abrasio.....	.....	.....	.....	.....	.....	8	.....	.....	.0012
Pernio.....	1	3	4	.....	4	4	.....	.....	.0006
Amputatio.....	1	3	4	.....	7	.....	.....	.....	.001
Toxæmia.....	1	1	5	.....	5	2	.....	.....	.00015
Submersio.....	.....	54	.....	1	54	.....	1	.00015	.00015
.....	.....	.....	54	.....	54	.....	54	.0082	.0082
Total.....	405	14,751	1,269	373	15,156	514	.025	.056	2.3

MISSISSIPPI SQUADRON.

From January 1, 1865, to June 30, 1865. Average number of ships' companies, 7,022; number of vessels, 90.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 1.—Febris.									
I. Intermitiens.....	60	1,284	1,287	.....	1,344	57	.....	.....	.191
Remittens.....	29	603	564	24	632	44	.037	.0034	.09
Continua communis.....	5	48	50	1	53	2	.019	.00014	.0075
Typhus.....	2	5	5	2	7	.....	.28	.00028	.00099
Typhoides.....	12	47	34	24	50	1	.4	.0034	.0084
II. Exanthemata:									
Erysipelas.....	.....	54	48	3	54	3	.055	.00042	.0076
Scarlatina.....	.....	4	3	1	4	.....	.25	.00014	.00086
Rubeola.....	11	132	136	7	143	.....	.049	.00099	.02
Varicella.....	5	19	20	4	24	.....	.16	.00056	.0034
Varioloides.....	1	20	21	.....	21	.....	.....	.....	.003
Urticaria.....	.....	9	9	.....	9	.....	.....	.....	.0012
CLASS 2.—Diseases of the Digestive System.									
Stomatitis.....	.....	22	22	.....	22	.....	.....	.....	.0031
Glossitis.....	.....	4	4	.....	4	.....	.....	.....	.00056
Tonsillitis.....	1	65	65	.....	66	1	.....	.....	.0094
Parotitis.....	.....	140	140	.....	140	.....	.....	.....	.019
Dyspepsia.....	5	17	21	.....	22	1	.....	.....	.0031
Gastritis.....	1	29	22	.....	23	1	.....	.....	.0039
Cholera communis.....	1	4	4	1	5	.....	.2	.00014	.00071
Hepatitis acuta.....	1	20	19	1	21	1	.048	.00014	.003
Hepatitis chronica.....	3	5	7	.....	8	1	.....	.....	.0011
Icterus.....	4	33	36	.....	37	1	.....	.....	.0052
Splenitis.....	.....	1	1	.....	1	.....	.....	.....	.00014
Enteritis.....	.....	19	16	2	19	1	.105	.00089	.0027
Constipatio.....	.....	60	56	.....	60	1	.....	.....	.0085
Diarrhoea acuta.....	22	285	203	2	237	32	.0021	.00028	.13
Diarrhoea chronica.....	56	268	263	31	324	30	.095	.0044	.046
Dysentæria acuta.....	6	145	140	5	151	6	.033	.00071	.021
Dysentæria chronica.....	1	23	20	1	24	3	.041	.00014	.0034
Colica.....	1	37	38	.....	38	.....	.....	.....	.0054
Hæmorrhoids.....	4	43	45	.....	47	2	.....	.....	.0066
Fistula ani.....	1	5	6	.....	6	.....	.....	.....	.00085
Prolapsus ani.....	1	4	5	.....	5	.....	.....	.....	.00071
Verues.....	.....	6	6	.....	6	.....	.....	.....	.00085

Mississippi squadron, from January 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 3.—Diseases of the Respiratory System.									
Asthma	1	8	8		9	1			.0012
Bronchitis acuta	8	220	214	2	228	12	.0087	.00028	.032
Bronchitis chronica	9	59	62	2	68	4	.029	.00028	.0096
Catarrhus	12	250	239		262	3			.037
Laryngitis	1	31	30	1	32	1	.031	.00014	.0045
Hæmoptysis		6	4	2	6			.00028	.00085
Pleuritis	2	78	74	4	80	2	.05	.00056	.011
Pneumonia	10	157	151	16	167		.095	.0022	.023
Pthisis pulmonalis	15	86	75	17	101	9	.168	.0024	.014
Influenza	1	77	78		78				.011
Pleurodynia		7	7		7				.00099
CLASS 4.—Diseases of the Circulatory System.									
I. General:									
Anæmia		30	29	1	30		.033	.00014	.0042
II. Of Heart:									
Palpitatio	2	20	22		22				.0031
Carditis	1	5	4		5	1			.00014
Pericarditis		5	4		5	1			.00071
Hypertrophia	2	10	10	1	12	1	.083	.00014	.0017
Angina pectoris	2	3	5		5				.00071
III. Of Blood Vessels:									
Aneurismus		3	3		3				.00042
Phlebitis		1	1		1				.00014
Varix		6	5		6	1			.00085
Pyæmia		1	1		1				.00014
CLASS 5.—Diseases of the Brain and Nervous System.									
Insolatio		1	1		1				.00014
Meningitis		4	2	2	4		.5	.00028	.00056
Cerebritis		1	1		1				.00014
Apoplexia		5	3	2	5		.4	.00028	.00071
Paralysis	2	7	8		9	1			.0012
Epilepsia	5	31	33	1	36	2	.028	.00014	.0051
Neuralgia	3	52	54		55	1			.0078
Convulsions		2	2		2				.00028
Mania		3	2		3	1			.00042
Dementia	1	3	4		4				.00056
Melancholia		2	2		2				.00028
Hypochondriasis	1	1	1		1				.00014
Dellirium tremens	1	12	12		13	1			.0018
Irritatio spinalis		5	4		5	1			.00071
Meningitis spinalis		1	1		1				.00014
Chorea		1	1		1				.00014
Cephalalgia	2	29	31		31				.0044
CLASS 6.—Diseases of the Cutaneous and Cellular Systems.									
I. Cutaneous:									
1. Papular—									
a. Lichen	1	3	4		4				.00056
b. Prurigo		4	4		4				.00056
2. Pusular—									
a. Impetigo	1		1		1				.00014
b. Porrigo		2	2		2				.00028
c. Acne		9	9		9				.0012
3. Squamous—									
a. Psoriasis		6	5		6	1			.00085
4. Vesicular—									
A. Vesiculæ—									
a. Herpes		6	6		6				.00085
b. Poora	5	2	7		7				.00099
c. Eczema	3	8	11		11				.0015
II. Cellular:									
Furunculus	1	51	51		52	1			.0074
Anthrax	1	15	16		16				.0022

Mississippi squadron, from January 1, 1865, to June 30, 1866—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 6—Continued.									
Abscessus	3	52	54	.....	55	1	.....	.....	.0078
Ulcus	5	36	41	.....	41	.....	.....	.....	.0058
Tumor	12	11	11	1	12	.....	.083	.00014	.0017
Adentia	2	17	16	.....	19	3	.....	.....	.0027
Phlegmon	1	1	1	.....	1	.....	.....	.....	.00014
CLASS 7.—Diseases of Fibrous, Muscular, and Osseous Systems.									
I. General:									
Lumbago .....	.....	7	7	.....	7	.....	.....	.....	.00099
Rheumatismus acutus	5	149	146	2	154	6	.013	.00028	.021
Rheumatismus chronicus	26	148	158	.....	174	16	.....	.....	.024
II. Of Bones:									
Odontalgia .....	.....	4	4	.....	4	.....	.....	.....	.00056
Exostosis .....	.....	3	3	.....	3	.....	.....	.....	.00043
Necrosis .....	.....	7	6	.....	7	1	.....	.....	.00099
III. Of Joints:									
Synovitis	1	4	5	.....	5	.....	.....	.....	.00071
Hydrarthrus .....	.....	3	3	.....	3	.....	.....	.....	.00042
Paronychia	3	30	32	.....	33	1	.....	.....	.0047
Anchylosis .....	.....	2	2	.....	2	.....	.....	.....	.00028
Periostritis	1	3	4	.....	4	.....	.....	.....	.00056
CLASS 8.—Diseases of Serous, Exhalant, and Absorbent Systems.									
Hydrops—a. Anasarca									
b. Ascites	2	24	21	4	26	1	.15	.00056	.0037
.....	1	9	7	.....	10	3	.....	.....	.0014
CLASS 9.—Diseases of the Genito-Urinary System.									
Nephritis	2	20	19	.....	22	3	.....	.....	.0031
Ischuria renalis .....	.....	2	2	.....	2	.....	.....	.....	.00028
Diabetes	1	1	.....	.....	1	1	.....	.....	.00014
Albuminuria	4	3	1	.....	4	.....	.25	.00014	.00056
Epididymitis	2	2	.....	.....	2	.....	.....	.....	.00028
Cystitis	1	1	.....	.....	2	.....	.....	.....	.00028
Enuresis .....	.....	3	3	.....	3	.....	.....	.....	.00042
Dysuria .....	.....	7	7	.....	7	.....	.....	.....	.00099
Calculus	1	2	3	.....	3	.....	.....	.....	.00042
Gonorrhoea	13	142	150	.....	155	5	.....	.....	.022
Phimosis	4	4	.....	.....	4	.....	.....	.....	.00056
Urethra strictura .....	.....	2	8	.....	8	.....	.....	.....	.0011
Syphilis primary	11	73	77	.....	84	7	.....	.....	.011
Syphilis secondary	10	56	63	.....	66	3	.....	.....	.0094
Orethritis	4	44	44	.....	48	4	.....	.....	.0068
Hydrocele	1	2	3	.....	3	.....	.....	.....	.00042
Hæmatocele	1	2	1	.....	3	2	.....	.....	.00042
Variococele	2	10	12	.....	12	.....	.....	.....	.0017
CLASS 10.—Cachexia, and Malignant Diseases.									
Adynamia	42	150	187	1	192	4	.0052	.00014	.027
Scrofula	1	13	14	.....	14	.....	.....	.....	.0019
Scorbutus .....	.....	33	31	.....	33	2	.....	.....	.0047
Purpura .....	.....	1	1	.....	1	.....	.....	.....	.00014
Canceroid .....	.....	1	1	.....	1	.....	.....	.....	.00014
CLASS 11.—Diseases of the Eye and Ear.									
I. Of Eye:									
Ophthalmia	4	30	32	.....	34	2	.....	.....	.0048
Iritis .....	.....	4	4	.....	4	.....	.....	.....	.00056
Conjunctivitis	4	26	30	.....	30	.....	.....	.....	.0042
Amaurosis .....	.....	2	2	.....	2	.....	.....	.....	.00028
Cataracta .....	.....	4	4	.....	4	.....	.....	.....	.00056

Mississippi squadron, from January 1, 1865, to June 30, 1865—Continued.

	Remaining sick from last year.	Admitted.	Discharged.	Died.	Total treated.	Remaining sick end of year.	Proportion of deaths to number of cases treated.	Proportion of deaths to number of ship's company.	Proportion of sick to number of ship's company.
CLASS 11—Continued.									
II. Of Ear:									
Otalgia.....		3	3		3				.00042
Otitis.....	2	4	6		6				.00085
Otorrhoea.....		7	6		1	1			.00059
Surditas.....		1	1		1				.00014
CLASS 12.—Injuries and Displacements.									
Concussio cerebri.....		2	1	1	2		.5	.00014	.00028
Vulnus isceratum.....		4	4		4				.00056
Vulnus incisum.....	1	30	30		31	1			.0044
Vulnus punctum.....	2	14	15		16				.0022
Vulnus contusum.....	5	109	107		114	7			.016
Vulnus sclopeticum.....	16	42	49	5	58	4	.08	.00071	.0028
Hernia.....	7	30	35		37				.0028
Fractura.....	3	17	14		20				.0028
Luxatio.....		11	9		11				.0015
Subluxatio.....	1	48	42		49				.007
Contusio.....	4	88	88		92	4			.012
Ambustio.....		12	12		12				.0017
Abrasio.....		8	8		8				.0011
Pernio.....		3	3		3				.00042
Amputatio.....	2	1	3		3				.00042
Toxæmia.....		2	1	1	2		.5	.00014	.00026
Compressio cerebri.....		2	2		2				.00028
Submersio.....		32		32	32			.0045	.0045
Total.....	534	7,015	7,008	208	7,549	333	.0275	.0296	1.07

RECAPITULATION.

	Admitted.	Discharged.	Died.	Total treated.	Remaining sick June 30, 1865.	Proportion of deaths to number of cases treated.
Potomac flotilla.....	4,189	4,099	76	4,189	14	.018
Atlantic squadron.....	2,307	2,297	10	2,307		.0043
North Atlantic squadron.....	30,003	29,605	335	30,003	63	.011
South Atlantic squadron.....	27,766	27,336	380	27,766	50	.013
Gulf squadron.....	2,715	2,699	16	2,715		.0058
East Gulf squadron.....	8,180	8,044	94	8,180	42	.011
West Gulf squadron.....	32,620	31,808	671	32,620	141	.02
Mississippi squadron.....	36,258	34,975	950	36,258	333	.028
Total.....	144,038	140,863	2,532	144,038	643	.0175

MARINE CORPS.

HEADQUARTERS MARINE CORPS,
Washington, October 14, 1867.

SIR: I have the honor to report that I recently paid a visit of inspection to the marine stations at Portsmouth, New Hampshire, Boston, New York, Philadelphia, and Norfolk, Virginia, and was gratified to find the troops in a thorough state of discipline and efficiency, and the several barracks and quarters in a very creditable condition of cleanliness and good order.

There are at present about sixteen hundred officers and men at the several stations, exclusive of those at the distant posts of California, Pensacola, and Mound City. The several commands are fully equipped and in constant readiness for active duty at sea or on shore, and at present are usefully employed in guarding the public property at the navy yards, magazines, &c., and in furnishing guards for vessels placed in commission. In addition to this, their legitimate duty, this force, in case of emergency, could be concentrated in a very brief period at any point where the services of troops might be required; and I hazard nothing in saying that in an event of this kind they would be found as efficient and reliable as any troops the government could call into service. The entire force on shore is now being instructed in the new infantry tactics, recently adopted in the army, and in a short time the system will be in general use in the entire corps, both at sea and on shore.

The number of officers and men attached to vessels in commission is at present somewhat less than usual. The complement of marines to each vessel is very small, and in case it should become necessary at any time to concentrate the marines of our distant squadrons for duty on shore, their number, I fear, would be too limited to render that effective service which would be desired and expected. This could be remedied in some degree by detailing a small additional number of marines to each vessel, with a view to supply the casualties of the service during a long cruise, so that at all times the full complement would be available for active service.

I regret to report that the efficiency of the command at the Pensacola navy yard has been temporarily impaired by the prevalence of yellow fever at that station. A large number of the force has been prostrated, and Captain Hale, Lieutenant Glisson, and about six of the rank and file have died.

Captain Hale, the commanding officer, entered the service at the commencement of the late rebellion, and served with credit in the first battle of Bull Run, where he was badly wounded, and subsequently in the Mississippi squadron, at the capture of New Orleans, and was ever ready and prompt in the performance of duty. In his death the corps has sustained the loss of a very valuable, experienced, and reliable officer.

Upon the abatement of the fever immediate measures will be taken to restore the command to its proper footing.

I would again earnestly call the attention of the department to the condition of the barracks at this station, and would renew the recommendations made in my last annual report, for their entire reconstruction. A board of officers, accompanied by the civil engineer and two master mechanics of the navy yard, have recently made a thorough re-examination of the quarters, and are of opinion it would be a useless expenditure of money to attempt their repair. The

quartermaster of the corps has therefore again submitted estimates for their reconstruction, of which I would respectfully ask your approval. And in view of the fact mentioned in his letter, that the sum required for the erection of one wing (which is all that is desired at present) will not increase the expenditures beyond the amount appropriated for the support of his department last year, I sincerely trust that Congress may be induced to grant the sum desired.

In conclusion, it affords me pleasure to report that during the past year both officers and men have been zealous and energetic in the performance of their allotted duty, and that nothing has occurred to impair, in any degree, the discipline or usefulness of the corps.

To the several staff departments of the corps I am indebted for a cheerful and earnest co-operation, and I feel assured that in the discharge of their various and important duties, the interests of the government have been most carefully guarded.

I am, very respectfully, your obedient servant,

J. ZEILIN,

Brigadier General and Commandant.

HON. GIDEON WELLES,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,

Paymaster's Office, September 24, 1867.

SIR: I submit herewith estimates for pay and subsistence of officers and pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps for the fiscal year ending June 30, 1869. These estimates are \$40,476 50 more in the aggregate than those presented last year being an addition of \$35,000 for the payment of the third instalment of bounty due men for enlistment, and \$5,476 50 for payment of increase of pay to mounted officers, and longevity rations to retired officers, authorized by an act approved March 2, 1867.

I am, very respectfully, your obedient servant,

J. C. CASH,

Paymaster Marine Corps

Brigadier General JACOB ZEILIN,
Commandant United States Marine Corps, Headquarters.

Detail estimate of pay and subsistence of officers, and pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps, from July 1, 1868, to June 30, 1869.

Rank and grade.	Number.	PAY.			SUBSISTENCE.		Aggregate.
		Pay per month.	No. of servants, at \$31.50 per month.	Total.	No. of rations, at 30 cts. per ration.	Total.	
Brigadier general commandant.....	1	\$124	3	\$2,622 00	24	\$2,628 00	\$5,250 00
Colonel.....	1	110	2	2,076 00	6	657 00	2,733 00
Colonel, retired.....	1	110	2	1,320 00	4	438 00	1,758 00
Lieutenant colonels.....	2	95	2	3,792 00	5	1,095 00	4,887 00
Lieutenant colonels, retired.....	2	95	2	2,280 00	4	876 00	3,156 00
Majors.....	4	80	2	6,264 00	4	1,752 00	8,016 00
Majors, retired.....	2	80	2	1,920 00	4	876 00	2,796 00
Adjutant and inspector, paymaster and quartermaster.....	3	80	2	5,148 00	4	1,314 00	6,462 00
Assistant quartermasters.....	2	70	1	2,436 00	4	876 00	3,312 00
Captains.....	20	70	1	24,360 00	4	8,760 00	33,120 00
Captains, retired.....	1	60	1	720 00	1	360 00	1,080 00
First lieutenants.....	30	50	1	29,340 00	4	13,140 00	42,480 00
Second lieutenants.....	30	45	1	27,540 00	4	13,140 00	40,680 00
Second lieutenant, retired.....	1	45	1	540 00	4	438 00	978 00
Leader of the band.....	1	75	1	900 00	1	360 00	1,260 00
Sergeant major.....	1	30	1	360 00	1	360 00	720 00
Quartermaster sergeant and drum major.....	2	24	1	576 00	1	360 00	936 00
Orderly sergeants.....	70	26	1	21,840 00	1	360 00	22,200 00
Sergeants, 1st enlistment.....	90	20	1	21,600 00	1	360 00	21,960 00
Sergeants, 2d enlistment.....	80	22	1	21,120 00	1	360 00	21,480 00
Corporals, 1st enlistment.....	140	18	1	30,240 00	1	360 00	30,600 00
Corporals, 2d enlistment.....	120	20	1	28,800 00	1	360 00	29,160 00
Musicians of the band.....	30	16	1	9,492 00	1	360 00	9,852 00
Drummers and fifers, 1st enlistment.....	64	16	1	12,288 00	1	360 00	12,648 00
Drummers and fifers, 2d enlistment.....	56	18	1	12,096 00	1	360 00	12,456 00
Privates, 1st enlistment.....	2,300	16	1	441,600 00	1	360 00	441,960 00
Privates, 2d enlistment.....	700	18	1	151,200 00	1	360 00	151,560 00
Third instalment of bounty for enlistment.....	350	18	1	35,000 00	1	360 00	35,360 00
Clerks to brigadier general commandant and staff at headquarters.....	9	18	1	12,599 64	1	360 00	12,959 64
Messenger at headquarters.....	1	18	1	971 28	1	360 00	1,331 28
Clerk and messenger in assistant quartermaster's office, Philadelphia.....	2	18	1	1,576 25	1	360 00	1,936 25
Hospital steward.....	1	18	1	750 09	1	360 00	1,110 09
Additional rations to officers for 5 years' service.....					160	17,520 00	17,520 00
Undrawn clothing.....						30,000 00	30,000 00
^a Total.....				913,967 17		93,510 00	1,007,477 17

Respectfully submitted:

J. C. CASH, Paymaster Marine Corps.

HEADQUARTERS MARINE CORPS.

Paymaster's Office, September 24, 1867.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, September 25, 1867.

SIR: I have the honor to transmit herewith triplicate estimates for the support of the quartermaster's department of the marine corps for one year from July 1, 1868, to June 30, 1869, amounting in the aggregate to the sum of \$607,500 88, being \$20,710 46 less than those submitted for fiscal year ending June 30, 1868. These estimates vary from those of the current fiscal year in the following particulars, viz:

Clothing has been reduced from \$292,186 84 to \$202,169 88, and is caused by the decline in the price of material as per contracts of last fall.

Fuel has been reduced from \$30,117 to 10,156, it being supposed that at the close of the current fiscal year there will be \$20,000 of that appropriation unexpended, and hence that amount has been deducted from the usual estimate for fuel.

Contingencies has been increased from \$80,000 to \$100,000. This increase is made necessary by the increase in the cost of all articles paid for out of this appropriation, and the fact that this office has not during the past five years asked for a proportionate increase, thus leaving a deficit at the close of the last fiscal year, and to meet the payment of accounts for commutation of quarters aboard ships.

Sixty-nine thousand four hundred and fifty dollars is asked to rebuild one-half of the marine barracks, Washington, D. C.

These buildings have been condemned by a board of survey, as entirely unsuited for quartering masses of men, and an estimate of the cost of rebuilding, amounting to \$138,900, has been submitted by a competent architect, but as only one-half of the barracks can conveniently be constructed at a time, only half the entire appropriation is asked for at this time. In connection with this estimate the report of the board of survey and the estimate of the architect are submitted.

It will be noticed that notwithstanding \$20,000 has been asked as an increase to the contingent appropriation, and \$69,450 for rebuilding one-half of the barracks, yet the entire estimates are \$20,710 46 less than called for last year.

I also transmit triplicate abstracts of proposals received for fuel, rations, and supplies, to close of fiscal year, June 30, 1868.

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

W. B. SLACK,
Quartermaster Marine Corps.

Brigadier General JACOB ZEILIN,
Commandant Marine Corps, Headquarters, Washington, D. C.

Estimate of the expenses of the quartermaster's department of the marine corps for one year from July 1, 1868, to June 30, 1869.

There will be required for the support of the quartermaster's department of the marine corps for one year, commencing on the 1st July, 1868, in addition to the balances then remaining on hand, the sum of \$607,500 88.

For provisions.....	\$169,725 00
For clothing.....	202,169 88
For fuel.....	10,156 00
For military stores, viz: Pay of mechanics, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments....	16,000 00
For transportation of officers, their servants, troops, and for expenses of recruiting.....	25,000 00
For repair of barracks, and rent of offices where there are no public buildings	15,000 00
For contingencies, viz: Freight, ferrriage, toll, cartage, whurrilage, purchase and repair of boats, compensation to judges advocate, per diem for attending courts-martial, courts of inquiry, and for constant labor, house rent in lieu of quarters, and commutation for quarters to officers on ship-board, burial of deceased marines, printing, stationery, postage, telegraphing, apprehension of deserters, oil, candles, gas, repairs of gas and water fixtures, water rent, forage, straw, barrack furniture, furniture for officers' quarters, bedsacks, wrapping paper, oilcloth, crash, rope, twine, spades, shovels, axes, picks, carpenter's tools, keep of a horse for the messenger, repairs to fire-engine, purchase and repair of engine hose, purchase of lumber for benches, mess tables, bunks, &c., repairs to public carryall, purchase and repair of harness, purchase and repair of handcarts and wheelbarrows, scavengering, purchase and repair of galleys, cooking stoves, ranges, &c., stoves where there are no grates, gravel, &c., for parade grounds, repair of pumps, furniture for staff and commanding officer's offices, brushes, brooms, buckets, paving, and for other purposes.....	100,000 00
For rebuilding marine barracks, headquarters, Washington, D. C., as recommended by report of board of survey hereto annexed; cost of same as per estimate of architect hereto appended, \$138,900.	
For building one-half of the above contemplated work, that being all that could conveniently be done in one season.....	69,450 00
Total amount required.....	<u>607,500 88</u>

Respectfully submitted:

W. B. SLACK, *Quartermaster Marine Corps.*

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Total.	Rations at 25 cts. per ration.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen.....	1,827	33	1,860	1	\$169,725 00

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$49 22 per annum, actual cost per contracts.....	3,654	\$179,849 88
2,000 watch-coats, at \$11 16 each.....		22,320 00
Amount required.....		202,169 88

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
For brigadier general and commandant.....	1	33	.....	33	.....
For colonels.....	2	33	.....	66	.....
For lieutenant colonels.....	4	29	4	118	.....
For majors.....	6	29	4	177	.....
For staff majors.....	3	29	4	88	4
For staff captains.....	2	24	6	49	4
For captains.....	12	24	6	297	.....
For lieutenants, 1st and 2d.....	30	16	4	495	.....
For non-commissioned officers, musicians, privates, washerwomen, and servants.....	1,937	1	4	2,905	4
For hospital, headquarters.....	1	33	.....	33	.....
For hospitals at other posts.....	8	16	4	132	.....
For armory.....	1	30	.....	30	.....
For mess-rooms for officers.....	9	7	.....	63	.....
For offices, commandant and staff and commanding officers at posts.....	18	7	.....	126	.....
For officer of day's rooms.....	9	3	4	31	4
For guard-rooms at barracks and navy yards.....	10	21	.....	210	.....
For stores for clothing and other supplies.....	3	7	.....	21	.....
For one-fourth additional on 600 cords, quantity supposed to be required in latitude north of 39°.....				150	.....
Amounting to.....				5,026	
Which, at \$6 per cord, is.....		\$30,156			
Deduct supposed surplus on hand.....		20,000			
Amount required.....		10,156			

[Orders.]

HEADQUARTERS MARINE CORPS,

Washington, September 20, 1867.

A board of survey, consisting of Major G. R. Graham, First Lieutenant R. S. Collum, and First Lieutenant and Brevet Captain William Wallace, will convene at 10 a. m., on Friday, September 6, 1867, for the purpose of making a thorough examination of the marine barracks, Washington, D. C., as to its actual condition and suitability for quartering masses of men, and recommending what, in their opinion, is best to be done with these buildings in view of the wants of the service, and the health and comfort of the troops. The board will be assisted in their examination by a practical carpenter and mason, to be designated by the quartermaster.

J. ZEILIN,

Brigadier General and Commandant

MARINE BARRACKS,

Friday, September 18, 1867.

The board met in compliance to foregoing order, and were assisted by Mr. F. A. Stratton, civil engineer, navy yard, Messrs. John E. Herrell, master mason, and J. M. Downing, master carpenter, all of the navy yard. They made a thorough examination of the barracks, and beg leave to report that they found as follows:

The buildings in an old and dilapidated condition, both from age and the very bad material of which they were originally constructed, they having been built of salmon bricks of very inferior quality, covered with rough-cast. The quarters are badly constructed, being damp, insufficiently lighted and ventilated, all of which materially affect the health and comfort of the men quartered in them.

The roof being entirely rotten is not susceptible of repair, and the floorings are mostly gone from age and dampness; the only place we find fit to quarter the troops being the old hospital building, which is more modern in its construction, and built of better material, but of very small capacity.

The board have delayed their report until this date, (September 18,) in consequence of waiting for the report of the gentlemen assisting in the survey, which is herein enclosed, (marked A,) and with which report the board have the honor to state they fully concur.

GEORGE R. GRAHAM,

Major United States Marine Corps.

RICHARD S. COLLUM,

First Lieutenant United States Marine Corps.

WILLIAM WALLACE,

First Lieutenant and Brevet Captain United States Marine Corps.

A.

UNITED STATES NAVY YARD,

Washington, September 16, 1866.

GENTLEMEN: Having, in accordance with your request, made a thorough examination of the marine barracks, Washington, D. C., as to their actual condition and suitability for quartering masses of men, and what, in our opinion, is best to be done with those buildings in view of the wants of the service, and the health and comfort of the troops, we beg leave to present the following report:

The buildings occupied by the men, constructed at a very early date in an indifferent manner, have, through long use and insufficient repairs, become very much dilapidated and decayed, and cannot longer be considered as being in

any manner suitable for quartering troops. The dormitories and other apartments are low, gloomy rooms, badly lighted and badly ventilated; the ceilings are leaky and the floors decayed from dampness. These ill-constructed and inconvenient buildings being of only one story, the floors nearly on a level with the ground, and damp, dark, and close, as stated, must be very uncomfortable and unhealthy for the occupancy of any human beings, and especially so for "quartering masses of men" as rendered necessary by the wants of the service, and in our opinion will become a disgrace to the government if longer retained in their present condition.

The central building occupied as officers' quarters is better constructed and in better repair, but is, notwithstanding, wholly unfit for its purposes without extensive alterations and repairs, and its capacity is too small to properly accommodate the number of officers usually in garrison at this post.

Taking these facts into consideration it is our opinion that the best and the only proper course to be pursued in regard to these buildings "in view of the wants of the service, and the health and comfort of the troops," is to remove them altogether and replace them with buildings suitable for their object.

The plans already prepared for this purpose by the architect we believe upon examination to be generally well designed, and if carried out would make buildings convenient and suitable for their contemplated use. The only alterations we would suggest in the plans are the following: First, the removal of the guard rooms and prison cells from the main central building, designed for officers' quarters, to a separate building to be constructed for the purpose on the opposite side of the grounds. Second, the entire, instead of partial, reconstruction of the central building, it being inadvisable in our opinion to attempt to include it within the walls of a new building. Third, the substitution of pressed brick and iron for the principal front and common brick for the inner front in place of the proposed rough-cast work, which is not as durable as brick.

We have examined the estimates of the architect and believe them to be correct.

Very respectfully, your obedient servants,

FRANKLIN A. STRATTON,
Civil Engineer.
JOHN E. HERRELL,
Master Mason.
J. M. DOWNING,
Master Carpenter.

Major G. R. GRAHAM,
First Lieut. R. S. COLLUM,
First Lieut. and Bvt. Capt. WM. WALLACE, } *Board of Survey.*

The cost of the proposed improvements is:

Excavating, digging and transport of ground.....	\$2,400
Foundation stones of blue rock.....	5,000
Brick work.....	40,000
Brick paving.....	1,500
Cut stone steps, window and door sills, copings.....	3,500
Studded partitions of centre building.....	1,500
Carpenter's work, including material of floors and roof.....	30,000
Flooring, doors and sash.....	8,000
Slate roof and sheathing.....	8,000
Gutters and spouting.....	1,500
Iron columns, brackets, girders and base plates for arcades.....	7,500
Plumbing and gas-fitting.....	5,000
Verandahs.....	2,000
Plastering and painting.....	7,000
Miscellaneous expenses, superintendence, plans and specifications.....	6,000
Steam-heating apparatus in round sum.....	10,000

\$138,900

ABSTRACT OF OFFERS RECEIVED FOR FURNISHING FUEL, RATIONS AND SUPPLIES TO THE UNITED STATES MARINE CORPS, UNDER THE COGNIZANCE OF THE QUARTERMASTER'S DEPARTMENT.

Offers for rations under advertisement dated October 19, 1866.

At Portsmouth, N. H.:		Per hundred.		Per hundred.	
N. F. Mathes.....		*\$28	62	J. B. Wilson.....	\$23 75
Alex. Convery.....		28	63	Kimberly Brothers.....	26 00
Wm. H. Otis.....		35	25	Baruch Hall.....	24 13
				John C. Gilbert.....	*23 08
				N. F. Mathes.....	25 70
At Charlestown, Mass.:				D. F. Keeling.....	40 90
Peter Higgins.....		*28	79	Alex. Convery.....	26 97
Alex. Convery.....		28	81	Hosea Hyde.....	25 90
E. A. Graham.....		29	40	A. Gaddis, jr., & Co.....	23 95
Wm. H. Otis.....		34	75	Samuel Reckless.....	25 10
				E. A. Graham.....	29 74
				Wm. H. Otis.....	34 25
At Brooklyn, N. Y.:				At Gosport, Va.:	
J. H. Jewitt & Co.....		25	70	J. H. Jewitt & Co.....	30 00
Kimberly Brothers.....		27	00	Kimberly Brothers.....	23 75
John C. Gilbert.....		*25	64	John C. Gilbert.....	*23 73
N. F. Mathes.....		25	80	N. F. Mathes.....	27 00
Alex. Convery.....		25	67	D. F. Keeling.....	40 90
Samuel Reckless.....		25	66	A. L. Hill.....	35 00
E. A. Graham.....		27	67	Wm. H. Otis.....	42 50
Wm. H. Otis.....		31	25		
At Philadelphia, Penn.:					Beef & vegetables.
J. H. Jewitt & Co.....		25	70	Nathan Baum.....	17 50
Kimberly Brothers.....		27	00	At Pensacola, Fla.:	
N. F. Mathes.....		*25	67	N. F. Mathes.....	65 00
Alex. Convery.....		25	91	Wm. H. Otis.....	80 25
Samuel Reckless.....		25	69	E. Swaine.....	*47 50
E. A. Graham.....		26	48		
Wm. H. Otis.....		33	50	At Mound City, Ill.:	
At Washington, D. C.:				J. H. Jewitt & Co.....	34 00
J. H. Jewitt & Co.....		25	70	N. F. Mathes.....	*33 97½
B. F. Morsell.....		35	00	Wm. H. Otis.....	47 75
Hall & Hume.....		23	10	G. F. Meyer.....	38 00

Offers for supplies under advertisement dated October 20, 1866.

Class No. 1, kerseys, &c.:		Class No. 3, linens, &c.:	
H. B. Fairman.....	*\$68,470 00	H. B. Fairman.....	\$30,295 00
Peter Higgins.....	75,670 00	D. Sprigg Hall.....	31,250 00
D. Sprigg Hall.....	108,855 00	Chas. Barnum.....	*30,112 50
John W. Cox.....	159,240 00	John W. Cox.....	33,000 00
Wm. Mathews.....	91,795 00	Wm. Mathews.....	30,455 00
Perry & Co.....	149,050 00	Perry & Co.....	48,400 00
Wannamaker & Brown...	106,100 00	Richard H. Balster.....	34,850 00
Class No. 2, flannels, &c.:		Class No. 4, uniform caps, &c.:	
H. B. Fairman.....	32,870 00	John W. Cox.....	11,000 00
D. Sprigg Hall.....	*29,953 00	Thos. R. Glenn.....	12,505 00
John W. Cox.....	32,325 00	Baker & McKenny.....	13,760 00
Wm. Mathews.....	36,765 00	Horstmann Brothers & Co.	13,928 00
Perry & Co.....	75,050 00	Wilson & Hutchinson....	14,794 00
Wannamaker & Brown...	42,905 00	Bent & Bush.....	*10,792 00

Class No. 5, military equipments :

	Per hundred.
John W. Cox.....	\$5,934 75
Henry Eggeing.....	*6,155 25
Horstman Brothers & Co.....	7,587 35
Bent & Bush.....	6,173 75

	Per hundred.
Sloan & Wafer.....	*\$4,155 50
Baker & McKenny.....	4,475 00
Henry A. Dingee.....	4,288 50
Horstman Brothers & Co.....	4,255 00
Wilson & Hutchinson....	4,819 00

Class No. 6, brogans :

J. M. B. Reynolds.....	20,900 00
Charles E. Lenny.....	*18,400 00
C. R. Williamson.....	19,800 00
Wm. H. Barbour.....	19,000 00
John W. Cox.....	†17,500 00
Neal Sweeny.....	18,900 00
Seth Bryant.....	22,900 00
Perry & Co.....	30,000 00
Samuel M. Duffield.....	21,400 00
George F. Roedel.....	20,800 00

Class No. 8, knapsacks :

John W. Cox.....	3,720 00
Thomas B. Peddie.....	*3,240 00

Class No. 9, making and trimming clothing :

Charles Barnum.....	*7 67½
Samuel B. Noe.....	21 70
Jacob Reed.....	7 82
Perry & Co.....	30 85
Wannamaker & Brown..	10 71

Class No. 7, belts, &c. :

John W. Cox.....	4,178 50
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Offers for wood and coal under advertisement dated May 28, 1867.

At Portsmouth, N. H. :

	Wood per cord.
Russell & Odion.....	*\$8 90
N. F. Mathes.....	9 42
G. A. Hammond.....	12 90

	Coal per ton.
S. P. Brown & Son.....	8 54
Alex. Convery.....	†7 60
George W. Tucker.....	10 00
W. H. Sise.....	9 47
Russell & Odion.....	*8 50

At Charlestown, Mass. :

	Wood per cord.
S. & E. Knight.....	10 00
Samuel Oakman.....	*9 50
Sabin M. Smith.....	12 00

	Coal per ton.
S. P. Brown & Son.....	8 24
S. & E. Knight.....	8 50
Samuel Oakman.....	*7 60
Alex. Convery.....	†7 35
Sabin M. Smith.....	10 00

At Brooklyn, N. Y. :

	Wood per cord.
S. Tuttle & Son.....	11 75
Felt & German.....	*10 75

	Coal per ton.
S. P. Brown & Son.....	7 43
Alex. Convery.....	*6 10
S. Tuttle & Son.....	7 25

	Coal per ton.
Felt & German.....	\$7 30

At Philadelphia, Penn. :

	Wood per cord.
Alex. Convery.....	9 74
John W. Ryan.....	*8 75

	Coal per ton.
Alex. Convery.....	*5 96
B. Middleton & Co.....	6 73
John W. Ryan.....	6 93

At Washington, D. C. :

	Wood per cord.
S. P. Brown & Son.....	7 37
Sarah Atterback.....	*7 30

	Coal per ton.
W. H. Barbour.....	*6 33
S. P. Brown & Son.....	6 73
Alex. Convery.....	6 65
Wm. Guinaud.....	6 35

At Gosport, Va. :

	Wood per cord.
John F. Daniels.....	*6 90

	Coal per ton.
S. P. Brown & Son.....	8 70
Alex. Convery.....	†6 80

At Pensacola, Fla. :

	Coal per ton.
T. C. Quayle.....	*9 00

Respectfully submitted :

W. B. SLACK
Quartermaster Marine Corps

