

List of papers accompanying the report of the Secretary of the Navy, December 5, 1853.

- A.—List of deaths, resignations, and dismissions in the navy, since the last report.
- B.—Report of Commander W. F. Lynch, in relation to his mission to the coast of Africa.
- C.—Professor Espy's letter, in relation to meteorological observations.
- D.—Report of Lieutenant Charles H. Davis, superintendent of American Nautical Almanac, in relation to its progress.
- E.—Professor Alexander's report as to investigations and experiments upon the character of alimentary substances.
- F.—Recommendation of board of examiners of Naval Academy, that a vessel propelled in part by steam be used as the practice-ship.
- G.—Report of annual board of examiners, in relation to organization, condition, &c., of the Naval Academy.
- H.—Report by the commandant of midshipmen of the late cruise of the practice-ship.
- I.—Letter from chief of the Bureau of Yards and Docks, recommending that the sale of navy-yard lands at Brooklyn, authorized by act of March 3, 1853, be postponed.
- K.—Report of Commander Blake, as to arrangements for establishing a depot of coal for naval purposes at Key West.
- No. 1.—Detailed estimates of the office of the Secretary of the Navy, and detailed estimates of the superintendent of the Nautical Almanac.
- No. 2.—Report and detailed estimates of the chief of the Bureau of Ordnance and Hydrography, including Hydrographical Office and Naval Observatory, and Naval Academy.
- No. 3.—Report and detailed estimates of the chief of the Bureau of Yards and Docks.
- No. 4.—Report and detailed estimates of the chief of the Bureau of Construction, Equipment, and Repair.
- No. 5.—Report and detailed estimates of the chief of the Bureau of Provisions and Clothing.
- No. 6.—Report and detailed estimates of the chief of the Bureau of Medicine and Surgery.
- No. 7.—Report of the commandant of the marine corps, and detailed estimates from the paymaster and quartermaster of the corps.
- No. 8.—General estimate of office of the Secretary of the Navy, and the several bureaux of the department.
- No. 9.—General estimate for southwest executive building.
- No. 10.—Summary statement of the estimates for the navy.
- No. 11.—General estimate for the support of the navy.
- No. 12.—General estimate for the support of the marine corps.
- No. 13.—General estimate for special objects under the Navy Department.

- No. 14.—Abstract of expenditures under the head of contingent expenses, as settled and allowed at the office of the Fourth Auditor of the Treasury, from July 1, 1852, to June 30, 1853, inclusive.
- No. 15.—Statement of the appropriations for the Navy Department, viz: balances of appropriations on the 1st of July, 1852; appropriations for the fiscal year 1852-'3; repayments and transfers in same time; the amounts applicable to the service of the year 1852-'3; the amounts drawn by requisitions from the treasury in the same period; and the balances on the 30th of June, 1853, with such sums specially designated as have been carried to the surplus fund.

A.

List of deaths in the navy, as ascertained at the department, since 1st December, 1852.

Names and rank.	Date.	Place.
<i>Captains.</i>		
Charles W. Morgan . . .	Jan. 5, 1853	Navy yard, Washington.
Thomas T. Webb	April 11, 1853	Norfolk, Va.
Edward R. McCall	July 31, 1853	Bordentown, N. J.
<i>Commanders.</i>		
John M. Dale	Dec. 15, 1852	Philadelphia.
A. G. Slaughter	Sep. 8, 1853	Warrenton, Fauquier county, Va.
<i>Lieutenants.</i>		
Courtland Benham	Oct. 30, 1852	Frigate Raritan, at sea.
Charles Heywood	Jan. 16, 1853	Frigate Saranac, at sea.
George W. Chapman . . .	Feb. 20, 1853	Philadelphia.
Henry Moor	Mar. 21, 1853	Killed on Sacramento river, California.
<i>Surgeons.</i>		
Peter Christie	Mar. 5, 1853	Buffalo, N. Y.
E. L. Du Barry	July 12, 1853	At sea, East Indies.
<i>Passed Assist. Surgeon.</i>		
Daniel L. Bryan	Sep. 14, 1853	Naval hospital, Pensacola.
<i>Pursers.</i>		
Joseph H. Terry	Aug. 22, 1853	New York.
D. Fauntleroy	Aug. 31, 1853	Navy yard, Pensacola.
<i>Master.</i>		
John Stuart	Oct. 27, 1853	Detroit, Michigan.
<i>Passed Midshipmen.</i>		
E. D. Denny	Feb. 2, 1853	Sonora, California.
A. C. Jackson	Mar. 31, 1853	Clifton Springs, New York.
Walter V. Gilliss	June 11, 1853	Louisville, Kentucky.
Richard J. D. Price	June 20, 1853	Storeship Lexington, at sea.
John J. Hanson	Aug. 25, 1853	Naval hospital, Pensacola.

A—Continued.

Names and rank.	Date.	Place.
<i>Midshipmen.</i>		
William A. Little.....	Aug. 24, 1852	Sloop Plymouth, at sea.
Charles D. Sparks.....	April 12, 1853	Sloop Vincennes, N. Y.
<i>Acting Midshipman.</i>		
A. W. Brodhead.....	Jan. 23, 1853	Naval Academy, Annapolis.
<i>Professor.</i>		
Wm. B. Benedict.....	June 20, 1853	Leesburg, Va.
<i>Master's Mate.</i>		
James T. Power.....	Aug. 20, 1853	Bloomingdale asylum, N. Y.
<i>Gunner.</i>		
William Burton.....	May 31, 1853	Chelsea hospital, Mass.
<i>Carpenters.</i>		
Francis Sagee.....	May 23, 1853	Philadelphia.
William Lee.....	July 31, 1853	Navy yard, Pensacola.
<i>Sailmakers.</i>		
Wm. R. Pecor.....	Jan. 30, 1853	Sloop Levant, at Barcelona.
Thomas J. Boyce.....	Mar. 25, 1853	Newark, N. J.
Thomas Tatem.....	May 3, 1853	Wilmington, Delaware.
<i>2d Assist. Engineers.</i>		
George F. Barton.....	Sep. 4, 1853	Naval hospital, Pensacola.
Washington H. Nones..	Sep. 9, 1853	Naval hospital, Pensacola.
<i>3d Assist. Engineers.</i>		
William T. Gorton....	Aug. 31, 1853	Naval hospital, Pensacola.
George E. Shock.....	Sep. 11, 1853	East Pascagoula, Miss.

A—Continued.

Names and rank.	Date.	Place.
MARINE CORPS.		
<i>Major Marines.</i>		
Thomas A. Linton	Feb. 17, 1853	Portsmouth, Va.
<i>Captains Marines.</i>		
Francis C. Hall	July 13, 1853	Norfolk, Va.
D. D. Baker	Aug. 31, 1853	Navy yard, Pensacola.
J. L. C. Hardy	Nov. 26, 1853	Brooklyn, N. Y.

List of resignations in the navy since December 1, 1852.

Names and rank.	Date of acceptance.
<i>Commanders.</i>	
William L. Howard	December 18, 1852.
Henry Bruce	November 28, 1853.
<i>Lieutenants.</i>	
Thomas A. Budd	April 29, 1853.
Andrew Wier	June 8, 1853.
Joshua Humphreys	June 27, 1853.
Carlisle P. Patterson	September 2, 1853.
Joseph P. Sanford	October 8, 1853.
Wm. Taylor Smith	October 17, 1853.
<i>Pursers.</i>	
Littleton Tazewell Waller	January 12, 1853.
James C. Douglass	February 24, 1853.
<i>Chaplains.</i>	
Orville Dewey	February 9, 1853.
Thomas Coke Stanley	September 26, 1853.

A—Continued.

Names and rank.	Date of acceptance.
<i>Master.</i>	
Edmund R. Colhoun	June 27, 1853.
<i>Passed Midshipmen.</i>	
Edgar Brodhead.....	January 12, 1853.
J. D. Langhorne.....	November 21, 1853.
<i>Midshipmen.</i>	
William H. Ward	December 10, 1852.
James D. Legaré	December 15, 1852.
Wm. Henry Smith.....	April 20, 1853.
Edward R. Shubrick	April 26, 1853.
George Dallas Hand	April 28, 1853.
Marshall E. Palmer	May 13, 1853.
Richard H. Gayle.....	June 27, 1853.
<i>Acting Midshipmen.</i>	
William H. Smith	December 16, 1852.
Clarence L. Barrett	Do do.
Wm. B. Emerson.....	February 25, 1853.
J. M. Etting	March 23, 1853.
J. Carson Erwin.....	October 3, 1853.
<i>Boatswains.</i>	
Edward Cavendy	October 8, 1853.
Robert Powers, (acting).....	December 16, 1852.
John Bancroft.....do.....	January 26, 1853.
John Stout.....do.....	March 26, 1853.
Thomas Burns ..do.....	October 1, 1853.
Richard Follins.....do.....	November 15, 1853.
<i>Gunners.</i>	
John D. Brandt	January 12, 1853.
S. M. Beckwith.....	September 30, 1853.
Wm. W. Fisher, (acting).....	November 14, 1853.
<i>Engineer-in-Chief.</i>	
Charles B. Stuart	July 1, 1853.

Names and rank.	Date of acceptance.
<i>Chief Engineer.</i>	
William Sewell	November 10, 1853.
<i>First Assistant Engineers.</i>	
Wm. K. Hall	February 15, 1853.
Thomas Kilpatrick	August 22, 1853.
Henry Mason	November 14, 1853.
<i>Second Assistant Engineers.</i>	
John W. Parks	May 21, 1853.
Thomas A. Stephens	September 6, 1853.
<i>Third Assistant Engineers.</i>	
George E. DeLuce	February 28, 1853.
Joseph M. Freeman	October 8, 1853.
Charles H. Manson	November 25, 1853.
MARINE CORPS.	
<i>Second Lieutenant.</i>	
George F. Lindsay, jr.	December 31, 1852.
<i>Chief of Bureau of Construction, &c.</i>	
Samuel Hartt	November 17, 1853.
<i>Navy Agents.</i>	
Francis Mallory	May 5, 1853.
Wm. Henry LeRoy	April 5, 1853.
<i>Timber Agents.</i>	
E. Sanford Sayre	February 19, 1853.
Zebulon P. Davis	February 26, 1853.

A—Continued.

List of dismissions in the navy since December 1, 1852.

Names and rank.	Date of dismissal.
<i>Lieutenant.</i>	
William L. Blanton	December 1, 1853.
<i>Purser.</i>	
Dudley Walker	February 24, 1853.
<i>Midshipman.</i>	
Henry McThorne	November 15, 1853.
<i>Acting Midshipmen.</i>	
J. McD. C. Jay	February 25, 1853.
George T. Kendall	February 25, 1853.
E. B. Ragland	February 25, 1853.
George P. Tickner	April 5, 1853.
J. G. Worthington	June 21, 1853.
J. F. Brown	June 21, 1853.
Edward H. Burton	June 21, 1853.
C. W. Crenshaw	June 21, 1853.
William Cameron	June 21, 1853.
James N. Douglass	June 21, 1853.
Denton Dunn	June 21, 1853.
M. H. Gilchrist	June 21, 1853.
M. Hale	June 21, 1853.
S. H. Lamar	June 21, 1853.
A. P. McCrabb	June 21, 1853.
<i>Boatswains.</i>	
Robert Simpson	September 12, 1853.
Charles Smith, (acting) ..	August 6, 1853.
Charles McIntosh, (acting) ..	July 30, 1851.
<i>Acting Gunner.</i>	
John Wilkins	February 23, 1853.
<i>Third Assistant Engineer.</i>	
Joseph R. Pomroy	Dec. 20, 1852—dropped.

A—Continued.

Names and rank.	Date of dismissal.
<i>Navy Agents.</i>	
Charles H. Ladd.....	April 5, 1853.
William Sloanaker.....	April 5, 1853.
William Hindman.....	April 5, 1853.
Benjamin D. Wright.....	April 12, 1853.
E. O. Perrin.....	May 28, 1853.
J. H. Lathrop.....	June 18, 1853.
<i>Naval Storekeepers.</i>	
N. W. Coffin.....	March 28, 1853.
Hiram Fuller.....	April 1, 1853.
John F. Sale.....	April 9, 1853.
John G. Hatton.....	April 19, 1853.
John Rice.....	May 7, 1853.
Adam Diller.....	August 18, 1853.
Benjamin S. Hines.....	August 18, 1853.
Thomas Woodward.....	September 1, 1853.
D. W. Whitehurst.....	September 16, 1853.
<i>Timber Agents.</i>	
T. B. Thorpe.....	April 23, 1853.
Wm. T. Purnell.....	April 23, 1853.
John Waterston.....	May 17, 1853.
Hardy Wilkins.....	July 26, 1853.
Nathaniel Davis.....	July 26, 1853.
Isaac Townsend.....	August 16, 1853.
D. G. McLean.....	August 16, 1853.
<i>Hemp Agents.</i>	
Thomas Smith.....	} Feb'y 24, 1853—office } discontinued.
Z. T. Woolfolk.....	

B.

U. S. STEAMER ALLEGHANY,
Potomac River, October 17, 1853.

SIR: Herewith I respectfully submit my official report of a mission to Africa, with appendix, maps, and sketches.

I have the honor to be your obedient servant,

W. F. LYNCH,
Commander.

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

PHILADELPHIA, September 5, 1853.

SIR: In obedience to an order of the department, dated October 25, 1852, I left the United States on the 13th of November following, for the west coast of Africa.

Touching at Teneriffe for information, I proceeded thence direct to the coast, in order to form some idea of the distance inland to, and the trending of, the nearest and most northern mountain range.

Africa—represented as torrid, pestilential, savage, and mysterious, reserved and guarded by the most terrible and resistless influences of nature—has been truly described as nowhere letting into its bosom the waters of the ocean, and, in like manner, projecting into the sea no important peninsulas. From the straits of Gibraltar to the Cameroons, the tame monotony of the coast is interrupted but by occasional isolated promontories, which can only be termed lofty by comparison.

From Cape Cautin to the Great Desert the principal elevations are "Ghebel Hadid" and the "Heights of Idantenan," and from the north boundary of the desert to Cape Verde, "Los Matillos" and the "Hills of Cintra" alone break the uniformity of a low and sandy coast.

On the 13th of January, of the present year, I saw Cape Verde, the westernmost point of Africa, (in north latitude $14^{\circ} 45'$), which was first discovered by the Portuguese navigator, Fernandes, about the middle of the fifteenth century. In each direction, north and south, the coast stretched beyond the line of vision, in a narrow strip of sand, fringed with green; except the extremity of the cape which threw up two detached hillocks, of inconsiderable elevation, resembling islets in the distance. On the hillocks were many of the baobab or monkey tree, (*Adansonia digitata*.) which gives to them that verdant appearance from whence the cape derives its name. This tree is liable to be attacked by a fungus, which vegetates without destroying life, and renders the part attacked as soft as pith.

The trunks of such trees are hollowed into chambers by the natives, in which they suspend the dead bodies of those to whom burial has been denied. There they become mummies, dried and well preserved, without being embalmed. This is somewhat analogous to the custom of our Omaha Indians, who place the bodies of the dead in the crotches of trees. Like all other plants of the *malvacæ* order, the baobab is

emollient and mucilaginous, and Europeans sometimes use it as a febrifuge and tonic. The fruit is large, oblong, pulpy, full of seeds, and of an agreeable acid flavor; and its juice, when sweetened, is drunk as a specific in putrid and pestilential fevers. The mandingoes convey it to the southern and eastern districts of Africa, and through the Arabs it reaches Morocco and Egypt. The ashes of the fruit, mixed with palm oil, serve for soap. The flowers are large, white, and handsome; and in their many petals and violet mass of stamens, bear some resemblance to the white poppy. Both flowers and fruit are pendant. The baobab attains the greatest age and is the largest tree known in the world, its trunk measuring, sometimes, ninety feet in circumference. At one year old its diameter is one, and its height five inches; at thirty years its diameter is two feet, and its height about twenty; at one thousand years its diameter is twelve or fourteen, and its height about sixty feet; and at five thousand years its lateral has so far outstripped its perpendicular growth that the diameter will be thirty feet, while its height scarce exceeds seventy feet. The roots are of a most extraordinary length, and in a tree seventy-seven feet in circumference the top root measured one hundred and ten feet. The foliage is very abundant, and the drooping boughs, with their mass of green, almost hide the stem—presenting a hemispherical mass sixty to seventy feet high and four hundred feet in circumference. Rene Caillé describes one he saw in the valley of the Niger, which, in size, must have surpassed the celebrated plain-tree of Lycia, in the hollow of which Licinius Mutianus feasted twenty-one guests.

Above the Senegal, on the desert of Zahara, the line of sand is no longer bordered with green; and from the powerful refraction there ensues a mirage, which so blends the water with the land as to present the appearance of an illimitable sea. On that coast perished the hapless crew of the Medusa.

It was a soft, golden morning when we made the land; but the sun rose yellow and dim, enveloped in a bank of vapor. In the space of an hour we had bidden adieu to the fresh wind that prevails from 30° north latitude to this parallel, and exchanged the agitated but not angry waves which curled before it for hot and stifling airs and a scarce undulating sea, curtained with a mist formed of its own evaporation. The northeast trade-wind, so cool and invigorating, had given place to the dry and parching harmattan, which, under its other names of samiel, simoon, and sirocco, sweeps across the deserts of Arabia and Africa. During this wind, which, in its flaws of heat, resembles more the blast of a furnace than living air, the atmosphere is hot, dry, and rarified to an almost insufferable degree, and sometimes becomes suffocating from the clouds of dust and sand driven before it. But we were not sensible of the strong aromatic odor wafted from the land, which regaled the senses of Hanno and his Carthagenian mariners in their voyage of discovery upwards of two thousand years ago.

A few hours after passing Cape Verde I arrived at Goree, a volcanic island, formed of basalt and sand, which, with some settlements on the Senegal, thrée degrees to the north, the French have held since 1816. This island is about half a mile long and a quarter wide. It is strongly fortified; and, from its natural position, the fortress on its summit

is almost impregnable—three sides being perpendicular and washed by the sea, and the fourth a precipitous ascent from the town. The population of the town and garrison is estimated at from six to eight thousand. Besides the fort on the summit of the hill, the place is strongly fortified, but could not long withstand a siege, as it is almost wholly dependent on the adjacent main for wood and water. It is the great entrepot of the French colonial possessions in West Africa, north of the equator.

There were in port, when we arrived, seven or eight French, one American, and two English merchant vessels—besides a French squadron of six sail, mostly steamers. The latter were preparing for a hostile expedition against a tribe to the south.

The river Senegal is supposed to rise in the mountains of Foota Jallon, and on the eastern slope of the same range it is surmised that the Niger has its source. In about 15° north latitude, the Senegal is joined by several tributaries, and, after passing Galam and the falls of Feloo, makes a circuitous bend to the northwest along the borders of the desert, and, after a course of upwards of 900 miles, empties into the Atlantic at Fort St. Louis. In its lower course, it flows between the Great Desert on the one hand, and a vast alluvial plain on the other, and becomes so swollen during the periodic rains, and sweeps with such a resistless current into the sea, that the latter, which, in the dry season, impregnates the river for upwards of a hundred miles from its mouth, is driven back with so fearful a recoil, that for a mile without the bar is one wide sheet of foam. At such times, entrance is impossible; hence the selection of the anchorage of Goree, which is at all times accessible.

Where it flows by Tuabo, the capital of Lower Galam, the Senegal, in the rainy season, presents a magnificent sight. It fills the plain, and rushes at the rate of six knots an hour by the bases of the hills, which are clothed to their summits with the richest verdure, while the surface of the stream is dotted with uprooted trees, on which are seen standing large aigrettes, whose snow-white feathers reflect the rays of a brilliant sun, and form a pleasant contrast to the green reeds around them and the brown trunks of the trees whereon they stand.

The principal articles of export from this region are the gutta-percha and the gum-senegal—the latter an exudation from a species of acacia, the bark of which is split by desiccation during the prevalence of the harmattan. Towards the close of the last century, this gum was discovered to be more mucilaginous and adhesive than that from Arabia, which, in the arts, it has almost wholly superseded. There are now upwards of two millions of pounds exported annually, mostly to France.

The French have settlements far up the Senegal, and control the trade of which it is the outlet; although they are not masters of the country—a country presenting a vast and interesting field for exploration. In its far interior, in the midst of barbarous nations, a semi-civilized tribe has been recently discovered, which has some religious notions analogous to the Christian, and possess an alphabet and a mode of writing, which, from their account, they derived from a white stranger who died among them, and whose memory is revered as that of a sage.

It was doubtless the traveller Compagnon, who, it is known, penetrated as far as the wooded desert of Simboni.

Except the island of Goree, and the hillocks crowned with foliage beyond it, which mark the peninsula of Cape Verde, there was presented to the eye, in every direction, inland and along the coast, a monotonous level of green, relieved here and there by the feathery tuft of a majestic palm. These were the only interruptions to the in-shore horizon.

From Goree I proceeded down the coast, eighty miles, to the Gambia; the land throughout the entire distance being low and densely wooded, except in one place, where a range of sand hills presented perpendicular faces washed by the sea. Lying at anchor in the Gambia was the United States ship John Adams, rendering assistance to an American merchant vessel in distress. I felt much relieved when I descried our ensign at her peak. Her presence relieved me from the necessity, for which I had prepared by the purchase of charts and instruments, for making my reconnoissance in a small coasting vessel manned by Africans. It was with infinite satisfaction, therefore, that I grasped the hand of her manly and most excellent commander, and exchanged greetings with her intelligent officers, and looked upon her snow-white decks, her splendid battery, and clean, cheerful, and well-disciplined crew.

I presented to Commander Barron the order of the department, and he professed his readiness to carry out its views. I likewise informed him of the application I made just prior to my departure, asking to be allowed to extend the reconnoissance to the river Gaboon, near the equator, and showed him the reply of the department granting the permission, if it could be done in time. With every disposition to facilitate my movements, Commander B. stated that he could take me along the entire coast of Liberia, stopping at every place I might deem it necessary to examine; or he could proceed with me direct to the Gaboon, and from thence return to Porto Praya; but that he had not on board a sufficient quantity of provisions for both services.

As my orders were positive respecting Liberia, and only contingent as to the Gaboon, and as I had an expectation, scarce short of certainty, that in six weeks the sloop Marion or the steamer Vixen would be on the coast, I accepted his first proposition.

Like the Senegal, the Gambia has its source in the mountains of Footah Jallon, near that of the Falerne, one of the tributaries of the former. It is a powerful and rapid stream, and is navigable four hundred miles to the falls of Barriconda. Its whole course is about seven hundred miles, setting first to the northwest, and then to the west, and falls into the Atlantic at north latitude 13°. The Gambia is a magnificent water-road, which has never been thoroughly explored by Europeans; but there is a current belief that, by one of its tributaries, it is connected with the Senegal.

During the dry season, from November until May, the influence of the tide is perceptible some distance up; but while the rains prevail, and for several weeks after, a mighty volume of water sweeps down in an almost resistless current, and after overflowing its lower banks it encounters the long and narrow island of St. Mary's, which deflects it

a little to the north, when it spreads out and becomes lost in the sea. The island, but slightly elevated above the surface of the water, forms one side of the noble estuary, and lies lengthwise close adjacent to the southern shore. The two low, sandy shores are ten miles distant at the river's mouth, where an extensive shoal forms two separate channels.

On the north extremity of the island of St. Mary's, which is only one foot above high-water mark, just at the elbow round which sweeps the river, is the town of Bathurst, an English commercial and military settlement.

The soil of the island is sand and gravel, intermixed with a brown oxide of iron; and, judging from the overgrown weeds in the outskirts of the town and the size of the vegetables within it, is more prolific than, from its appearance, one would suppose. Towards the main land, the soil is evidently an alluvial deposit from above.

Bathurst is a very handsome place, containing some twelve or fourteen fine houses built of stone, the residences of the merchants, besides the hospital, the government house, and the barracks for the accommodation of English officers and black soldiers—the non-commissioned officers and privates of British regiments serving in Africa being recruited from the negroes of the West Indies.

There are three companies of a West India regiment, always short of their complement, which compose the garrison of the settlements, being distributed among the stations comprising McCarthy's island, 175 miles up the river; Fort Bullen, on the Barra shore, opposite to Bathurst; Cape St. Mary's, eight miles distant, in the kingdom of Combo; and Bathurst, the seat of government.

The government, as in that of all the British colonies in Africa, is administered by a governor and legislative council, whose acts are sent home for royal approval. The Europeans resident here number about forty, including officers, merchants, some Wesleyan missionaries, two or three ladies, and as many of that celestial band, the Sisters of Charity. The rest of the population number about 2,000; consisting of Africans, mostly Jaloffs, Mandingoes, some Foulahs, and an occasional Moor who has strayed down from the interior. Amidst many discordant sounds, the ear of the stranger, as he walks through the market at Bathurst, will be struck occasionally by accents from female lips, which he will at once pronounce the softest and most melodious he ever heard. There is a plaintiveness in the tone, and a music in the flexure of the voice, which is indescribable. I could not learn of what tribe the speakers were, for it is more difficult to designate the country of the female than of the male.

The Mandingo language is considered more melodious than that of the Foulahs, while the later is said to be more copious and to possess a structure which would indicate a former high condition of the race.

Seen through the foliage of the trees in front, the buildings of the town present an imposing and beautiful appearance from the harbor. The habitations of the natives are huts made of cane, wattled around slender uprights and plastered, many of them inside and out, with mortar. Those of the poorer classes are plastered with mud. The huts are usually in the form of a parallelogram, from 16 to 20 feet long, by 12 to 14 wide, and the walls from five to six feet high. The roofs are

conical, formed of light poles meeting in the centre, and thatched with the long grass of the country.

The huts are not built in regular rows, each one fronting on the street, one for each family; but are many of them in enclosures of wicker work, containing two or three or more huts, according to the number of wives of the proprietor. These huts very much attracted my attention, and I visited several of them, each usually containing one or two beds made of mats, spread on fixtures to the wall, a few chairs, and a table, on which was exhibited the household crockery. Excepting that they are better finished, these huts are, I am told, fair specimens of those in the neighboring country; but the bed-fixtures, the chairs, the tables, and the crockery, are the results of close contact with civilization. The native inhabitants of the town are nearly all Mohammedans—some few are Pagans; but, so far as I could learn, there was not an adult Christian among them. Nearly all wear gree-grees or charms, consisting of a bit of camwood, a tooth of some wild animal, or a sentence from the Koran, cased in skin. Their dress is flowing and very graceful, consisting, with some slight variety, of a white cloth wrapped around the loins and extending to the knees, and another with an aperture for the head, resting upon the shoulders, like the bernoos of the Syrian horseman.

The Jaloff is the tallest race of men I have ever seen, and forcibly reminded me of the fabulous accounts of the Patagonians. They inhabit the vast district extending along the coast from the Gambia to the Senegal. Their frames are rather slight than muscular: they are coal-black in their complexions, and have the short, crisped hair peculiar to the negro race; but have not the thick lips, flat nose, and low, receding forehead which, in our ideas, are associated with the fettaures of the African. On the contrary, with the Caucasian, they have prominent noses, and their foreheads are high but narrowing at the temples. Each one carries himself as stately as if he were a monarch—the women as much so as the men, and with the same proportion as elsewhere, in the respective size of the sexes. I am not alone in the opinion that the females are, on an average, as tall as men are with us. It is a very interesting race. The Europeans here represent them as easily managed by gentle means, but exceedingly dangerous when provoked, and as being very expert in the use of fire-arms. In point of stature they correspond with the Berri, a tall race of men towards the other side of the continent. The Jaloffs are high-toned and courteous; and, in contradistinction to the other tribes, are called by foreigners the “gentlemen of Africa.”

The Mandingoes are from the banks of the Gambia, from Manding down to the coast. It is a numerous and powerful race, with more of the characteristic features of the negro than the Jaloffs. They are represented as lively in their dispositions, prone to traffic, and with some taste for literature—a literature confined to the Koran. It is said they read no other book, and are taught no other lessons in their schools but an unmeaning repetition of its laws and precepts. I question the correctness of the assertion. The songs of the Jelli, or singing men, would bespeak a higher intellectual cultivation. Mr. Laing visited in 1822 the walled town of Kakundi, in the country of Melicouri, and was there

introduced to King Yaradee, one of the chiefs of Sulima. On that occasion was recited the following song, which is almost as poetic and far more genuine than the fabled poems of Ossian. It commemorates an advantage gained by Yaradee over the Foulahs, at the time when ten thousand of them, headed by Ba Dembah, laid siege to Falata:

“Shake off that drowsiness, brave Yaradee, thou lion of war! Hang thy sword to thy side, and be thyself! Dost thou not behold the army of the Foulahs? Observe their lines of muskets and spears, vying in brightness with the rays of the departing sun! They are strong and powerful; yea, they are men! and they have sworn on the Al Koran that they will destroy the capital of the Sulima nation. So, shake off that drowsiness, brave Yaradee, thou lion of war! The brave Talaheer, thy sire, held the Foulahs in contempt. Fear was a stranger to his bosom! He set the firebrand to Timbo, that nest of the Islamites; and, though worsted at Herico, he scorned to quit the field, but fell like a hero, cheering his war-men. If thou art worthy to be called the son of Talaheer, shake off that drowsiness, brave Yaradee, thou lion of war!

“Brave Yaradee stirred. He shook his garments of war, as the soaring eagle ruffles his pinions. Ten times he addressed his gree-grees, and swore to them that he would either return in triumph to the sound of the war-drum, or that the cries of the Jelli should bewail his fall. The war-men shouted with joy.

“Behold! he shakes from him that drowsiness, the lion of war! he hangs his sword by his side, and is now himself!

“Follow me to the field! exclaimed the heroic Yaradee! Fear nothing! for, let the spear be sharp, or the ball be swift, faith in your gree-grees will preserve you from danger. Follow me to the field; for I am roused, and have shook off that drowsiness. I am brave Yaradee, the lion of war! I have hung my sword by my side, and am myself. I have shook off that drowsiness. The war-drum sounds, and the sweet notes of the balla encourage warriors to deeds of arms. The valiant Yaradee mounts his steed! His headmen follow! The northern gate of Falaba is thrown open, and they rush from it with the swiftness of leopards. Yaradee is a host in himself! Observe how he wields his sword! They fall before him! They stagger! They reel! Foulah men! you will long remember this day! for Yaradee has shook off his drowsiness, the lion of war! He has hung his sword by his side, and is himself.”

By way of contrast of the turn of thought and mode of expression, I give the account of a Bornou man, related by himself:

“My years were eighteen. There was war. At that time my mother died. My father died. I buried them. I had done. The Foulahs caught me. They sold me. The Housa people bought us. They brought us to Tomba. We got up. We came to the Popo country. The Popoes took us. To a white man they sold us. The white man took us. We had no shirts. We had no trousers. We were naked. Into the midst of the water—into the midst of a ship they put us. Thirst killed somebody. Hunger killed somebody. By night we prayed. At sun-time we prayed. God heard us. The English are good. God sent them. They came. They took us. Our hunger died.

Our thirst died. Our chains went off from our feet. Shirts they gave us. Trousers they gave us. Hats they gave us. Every one was glad. We all praised the English. Whoever displeases the English, into hell let him go."

The Mandingoes manufacture cotton cloths, and dye them with indigo and other vegetable dyes in colors so fixed as to resist, it is said, the action of acids, and light—a quality surpassing that of any other known dye-stuff in the world. The Mandingo indigo-plant, as it is here called, has a deep-green leaf, with a number of spear-shaped leaflets along the sides of a common leaf-stalk, opposite to each other and abruptly winged, and may therefore be classed among compound leaves. From thirty leaves of this plant, nearly an ounce of pure indigo has been obtained. The Mandingoes are skilled also in the tanning of hides, and the preparation of leather; and the specimens which I saw of their bridles, whips, pouches, sword and dagger sheaths, and powder-horns, far surpass all I had conceived of native manufacture.

The Foulahs or Fellatas are rigid Mohammedans, and are very distinct from the Jaloffs and Mandingoes. They sustain the remark that the inhabitants of an inland country are of lighter complexion than those who reside on the seacoast in the same parallel of latitude. They are lighter-colored, their noses are more prominent, and their general features partake more of the Nubian than of an African tribe bordering on the great desert.

There is an ancient tradition cherished by them of their being descendants of a white race, and they have often assigned it as a reason why they should have no interests conflicting with those whose origin they regard as the same with their own. Those seen at Bathurst are from the countries north and south of the Gambia, above McCarthy's island. Although they have made a few settlements on the southern bank, they do not, in general, evince a taste for agricultural pursuits. They are warlike shepherds, and are overrunning Western and Central Africa with as much zeal, and with equal success, as the Saracens did the northern shore of the continent in the seventh century. They are ever at war, and warring but to conquer; with the sword and the Koran they exterminate paganism wherever they appear.

At the close of the last century there was not a Mohammedan south of Cape Verde or west of Footah Torra. Now, of the two millions of inhabitants occupying that country, two-thirds are Mohammedans. At present, a religious war is raging within two miles of Bathurst; and the English officer, in his evening ride, can hear the report of fire-arms and the uproar of battle. Not long since the combatants approached so near that their bullets struck the barrack-wall and the houses and fences of European residents. I have mentioned a French squadron fitting out in Goree for the purpose of attacking a tribe lower down the coast. The circumstance was related in the presence of the governor here; and an officer of the garrison, who had just arrived upon the station, remarked, that in his opinion one small steamer and a hundred men would be sufficient for the purpose. "Far from it," replied the governor; "and you will think so, too, when you have been longer in Africa. There are, at this moment," he added, "people within fifteen miles of us whom we dare not attack."

The Foulahs have warred against the Tauriyacks in the north, and the negroes of Bambara in the south. With the Jaloffs and Mandingoes, they occupy much of the western coast; and in the interior of the continent have subjugated Yoruba, Nyfee, and Housa. They now extend from the Atlantic to the Niger, and from the Senegal to within a few days' march of the Gulf of Guinea; and within the present century have founded Soccatoo, the capital of their empire. Wherever they have settled, pagan idolatry is said to have disappeared, and human sacrifices are abolished. In one respect their success will check the traffic in slaves, and thus prove beneficial to humanity. By their civil code, derived from the Koran, it is forbidden to enslave any one born of free parents, and professing the religion of Mohammed; and the slave of a kafir, by embracing Islamism, becomes, *ipso facto*, free.

By the abolition of human sacrifices, and the substitution of the worship of the true God for that of senseless idols, the Foulahs are unquestionably ministers of good to Africa; but it may be doubted whether, under the Mohammedan rule, that country will present less difficulties than at present to the advancement of Christianity within it. The theology of Islamism is unexceptionable. "Obedience leads the way to heaven; fasting and self-denial give it rapid progress; and alms-deeds open the door."

But, unhappily, all kafirs—a term embracing Christians and infidels—are excluded from their charity. Intolerant in their bigotry, the very exercise of what they believe to be virtues begets a spirit of self-righteousness, which may prove the greatest obstacle to their conversion.

The commerce of the Gambia, already great, is rapidly increasing. Bathurst is the port of entry for all the settlements on the river, except the French colony of Albreda. There are no discriminating tonnage duties; and, except sixpence per gallon on wines and spirits, and one farthing per pound on tobacco, the import duty on all goods, British and foreign, is four per cent. A comparison of the official returns of 1840 and that of 1851 (the last rendered) will convey an accurate idea of the advance of commerce.

In 1840 the foreign tonnage entered was 6,922 tons, and that of 1851 was 21,596 tons; while the difference between the aggregate imports and exports was \$325,000. This difference is annually increasing, and the exports of 1851 exceeded those of the preceding year \$120,000. In 1835 there were but 47 tons of ground-nuts raised on the Gambia. In 1845 the trade in that article commenced, and it was exported to the amount of \$995. In 1851, including 1,000 tons from Albreda, there were upwards of 12,000 tons exported, amounting to \$720,000, one-fifteenth of which found its way to the United States, and about the same proportion to Great Britain. Nearly five-sixths of the whole amount is exported to France, where an oil is expressed from it, which is used for the table and for supplying lamps. It is much esteemed, and is said never to become rancid.

It will be perceived that extra duties are levied on the principal articles imported from the United States. But it is not fair to infer that they are imposed in a spirit of illiberality. No man, who is a friend to

his race, would regret, if the tax on New England rum and all intoxicating drinks amounted, everywhere, to a total prohibition. As for tobacco, the very light duty imposed aids the revenue, while it does not lessen the importation; for it is an indispensable article in the African trade; and whatever he sells, the native requires a part of the payment to be made in tobacco. Of this staple of our country, we last year imported into the Gambia one and a half million pounds. Our other imports for the same period included one thousand barrels of flour and two hundred and fifty thousand dollars' worth of cotton goods, besides salt provisions, hams, potatoes, furniture, shoes, hats, &c., to a large amount. Hides form a considerable portion of the exports, and are sent almost exclusively to our country; and at least one-fourth of the imports are from the United States, exclusive of the tobacco brought in vessels of other nations.

Leaving the Gambia, we stretched a little from the land, to pass outside the Isles de Los, and steered our course for Sierra Leone. The coast is low and thickly wooded, with occasional clumps of trees showing above the surface. These clumps, alone visible at times above the misty exhalations of the land, like the hillocks of Cape Verde, resemble islands in the distance. With these interruptions, the scene inland was as level and monotonous as that to seaward. On the one hand an unbroken mass of foliage, and on the other a slumbering sea, with a mist brooding over it, which narrowed the limits of the horizon.

Our passage was a long and tedious one, and the weather was most relaxing. By day we had light and fitful airs, which scarce agitated the hazy atmosphere through which the rays of the sun penetrated with scorching heat, while the eye shrunk in pain from the glare of light. During the night calms mostly prevailed, but the heated air kept evaporation suspended, except when the wind shifted to the north, and then the dew was copious. Notwithstanding the heat was most trying to the system, the average temperature was only 83°. Our progress was as much accelerated by a southerly current as by wind and canvass. In our course we passed the mouths of the Rio Grande, the Nunez, and the Pongo. The former is more a deep bay, with numerous islands, than an estuary; the two latter are considerable rivers, which flow from the interior in many intricate channels, connecting with each other, which, while they increase the difficulties of navigation to vessels of burden, extend to the inhabitants great facilities of intercommunication.

A vessel drawing twelve feet water can ascend the Nunez sixty miles to Kakundy. The town of Tallabuncia, about four miles from its mouth, is described as being situated in a plain, and beautifully shaded with lofty palm-trees, and a great profusion of the lime, the orange, the plantain, and the banana. The men inhabiting it are strong and well formed, but of a savage appearance, having their breasts and arms tattooed, and are almost destitute of clothing. Large holes are pierced through their ears, in which are inserted bits of coarse grass. The appearance of the women is still less attractive. At the commencement of the rains the locust tree on the Nunez ripens its fruit, which hangs in clusters from its branches, and furnishes a great part of the food of the natives at that season.

The coast from the Nunez nearly to Sierra Leone was, until the early part of this century, inhabited by the Soosos, who drove from it the aboriginal tribe, only leaving them a few settlements along the shore and on the island of Tamara, the largest of the Isles de Los.

The Soosos are patriotic and brave, determined enemies of Mohammedanism, and subject to no superstition which would not readily yield to the light of Christianity. Their notions of the Deity are extremely vague, and it can scarcely be said that they have any religion. They have some obscure idea of an omnipotent power, and pay respect and homage to departed souls—honoring, with solemn rites and offerings, the manes of their ancestors. They are accustomed to visit certain spots consecrated to the dead, and deposite some portion of their food and call over the names of their deceased friends.

Hospitality is a virtue for which the Soosos are distinguished; and the stranger, it is said, never passes through one of their villages without being invited to take rest or refreshment. Should the reigning king, in the opinion of a majority of the chiefs, prove too weak for his trust, or should age unfit him for the discharge of his duties, by an act of peculiar significance he is called upon to retire. A messenger presents to him a silver basin containing a piece of white paper. If the king places his royal turban in the basin, he may descend, without disturbance or danger, to the walks of common life, and there enjoy the respect and affection of his countrymen; but should he refuse to comply with this peaceful request, he retains his turban and manifests his resolution to defend it, by sending back in its stead a piece of scarlet cloth, with powder and ball. This is the signal for civil war.

The Soosos have been dispossessed of a great portion of their territory by the Mandingoes, who occupy the country between the recent conquests of the Foulahs and the sea.

Somewhere in that territory are the Loubies—supposed to be descendants of the Lencothiope of Ptolomy and Pliny. They are represented as a degenerate race—poor and squalid in appearance—who neither cultivate the soil nor follow pastoral pursuits, but manufacture wooden bowls and other trifles, and carry on a petty traffic with the Mandingoes.

The language of the Bulloms and that of the Timmanees, who occupy the shores of the river Sierra Leone, are said to be harmonious to the ear, but surpassed in sweetness by the dialect of the Soosos. The Mandingo language is more difficult than either to acquire; and, in consequence of abounding in gutturals, is harsher in pronunciation.

In consequence of light winds and calms we had a long passage to Sierra Leone. The river of Sierra Leone discovered by Pietro de Cintra, in 1462, and formerly called the Mitomba, is formed by the junction of four streams—the Bunce, Rokelle, Porto Lago, and Mahara—and falls into the sea in north latitude $5^{\circ} 30'$, and west longitude $13^{\circ} 43'$. The name "Sierra Leone" was given to the mountain range south of the river from the fancy that the loud reverberation of thunder in the valleys resembled the roaring of lions.

The peninsula, which breaks down suddenly at the river's mouth, is very lofty compared with the opposite shore, and stretches inland to the southeast in a range which soon reaches an elevation of more than

2,000 feet. The range is not uniform ; but presents on the north side detached hills, with valleys between, that increase in width as they descend and sweep down towards the river ; before reaching which they unite in a rolling and luxuriant plain, varying only in the character of their foliage. The valleys and hill-tops were clothed with luxuriant verdure when we saw them. As viewed from the sea, the scene was picturesque and imposing : on one side a low shore, stretching away to the north, which looked dark in its dull uniformity of green ; on the other the lofty mountain range, showing above the mist which rolled up from the valleys and gathered around its waist. The scenery is that of paradise ; but beneath its beauty, like the serpent concealed amid flowers and foliage, lurks the deadly venom which is developed in the rainy season, when its earliest and its surest victim is the white man.

Now, it is comparatively healthy ; and the Europeans of the place, as well as those of Bathurst, forget the alarms and fears of the past in the enjoyments of the present. The river Sierra Leone is, like the Gambia, divided into two channels ; but the southern and principal one is narrow, owing to an extensive shoal along the northern shore.

In approaching the harbor the scenery softens into the beautiful. The breeze which daily sets in to temper the heat of the sun, wafts masses of clouds from seaward ; which, in passing over, cast their shadows upon the swelling hills and outstretching valleys.

At home, we sometimes behold the foliage of the trees wearing rich autumnal tints, while the grass beneath is green ; but here it is reversed : the grass is embrowned by the want of moisture at this season ; while the trees, their roots striking deeper into the soil, retain their tropical verdure. And this tropical character is enhanced by the frequent palm-tree—the ancient and acknowledged symbol of fertility.

Between the cape and the anchorage off the town, there are many ferruginous rocks scattered along the shore : but the rugged appearance is relieved by two placid little bays, into which empty some small streams, fringed with shrubbery ; among which we could not detect the fever-engendering mangrove. The ferruginous soil, the rounded summits of the mountain range, and the small pieces of lava brought up by the lead in sounding near the Banana islands, which lie abreast of it, all indicate a volcanic origin.

Here and there, on the hill-sides and throughout the rolling plain, are cultivated spots, with pretty cottages embowered in foliage, which become more and more frequent in approaching the town. Freetown is built on the northern declivity of the mountain, which towers 2,600 feet behind it—a beautiful, but most insalubrious position ; for the high lands exclude the sea-breeze from the quarter whence it blows in the sickly season, and from the swampy shore on the other side is borne, by the land-breeze, the miasmata which is so deadly to the white man. One can scarcely realize that death can be shrouded in so much beauty.

The soil in and around the town is formed of a brittle rock, consisting of sandstone and a combination of iron with oxygen, having a strong magnetic quality.

In the centre of the town are the stores and dwellings of the European residents and principal native merchants, flanked on one side

by Krootown, and on the other by populous villages of liberated Africans.

The whole is well laid out, and the principal streets broad and rectangular. The houses in the centre town have generally a superstructure of frame, on a basement of stone. They are mostly surrounded by covered galleries, having trellis-work in front; and are detached from each other, with many trees around them. The dwellings of the Kroomen, who resort here in great numbers for employment, and those of the liberated Africans, are similar to the huts at Bathurst in their construction; but, unlike them, they are built in lines with the streets, and not in detached courts.

Some of the Africans reside in the centre town in well-finished houses, and own considerable property. One of the most extensive merchants of the place is a native of the interior. Many of the natives keep small retail shops; but some of their stores are as attractive as those of Europeans; and those who keep them import their goods from England, and export, in return, large cargoes of timber. The blacks are as eligible as whites to all civil and municipal offices—mayor, alderman, sheriff, &c. Some years ago, the governor of the colony was a colored man; and a very intelligent one, with whom I became acquainted, held the situation of colonial chaplain.

Many of the negroes residing in the place are well clothed, presenting quite a contrast to some of the natives of the surrounding country, each with a single garment girt about his loins. The Mandingoes, however, and the natives from Matakong, with the products of their manufacturing skill, twisted and stamped gold rings, and pouches, bridles, and sword-cases of leather, look well in their long white or blue garments, thrown over the head and resting upon the shoulders.

The public buildings in the centre town are the church, the jail, the custom-house, and the commissariat, built of the ironstone of the country, none of them imposing in appearance. Half-way up the elevation, immediately back of the town, is the governor's house, occupying the site of a fort, and less imposing even than the public buildings below it.

A short distance above and beyond the governor's is the hospital, a plain building, in a bad position; and crowning all are Tower Hill barracks, composed of three massive buildings, capable of accommodating 2,000 men. At present there are but 200 troops in the garrison, composed, as at the Gambia, of English officers and black soldiers.

The view from the balcony of the officers' quarters is commanding and superb. The town is spread out in front and on each side. The native huts stretch far up the plain beyond the barracks, and look beautiful in their long lines of streets, so perfectly shaded by orange, banana, and pawpaw trees, that, in places, the walls of huts are alone visible; the brown roofs being concealed by the lofty branches. But there is a drawback to the view on the eastern side—the large and well-filled grave-yard at the head of the valley. In 1833, the population of Freetown was 7,000: it is now 18,000; and that of the whole colony was, in 1851, 44,500.

The population is a very mixed one, consisting of Europeans, Nova-Scotians, liberated Africans and native Creoles, West Indians, Americans, (colored,) Kroomen, and natives of the district. The liberated

Africans and native Creoles comprise ten-elevenths of the whole number. The creeds are as various as the races: commencing with the largest number professing them, they are Wesleyan Methodists, Episcopalians, Pagans, African Methodists, (seceders from the Wesleyan,) Lady Huntington's connexion, Mohammedans, Baptists, Catholics, Presbyterians, and Jews.

The costumes of the inhabitants are as various as their creeds and complexions; the latter ranging from the ruddy cheek of Caledonia to the sable brown of Egypt; the former, from the superfluous garments of civilization to the *puris naturalibus* of barbarism. Generally, the adults are partly clad—the women more so than the men, although some of them have only a cloth around their loins. The young of both sexes under twelve years of age generally go naked; but some have adopted the European dress.

As a love of ornament is a characteristic of the African race, there is reason to hope that, as they lose their reverence for gree-grees, they will appropriate the money heretofore expended for them to the purchase of petticoats and trousers. In such a heterogeneous society, however, the reformation cannot be a rapid one. So long as there were frequent accessions to the population from the slave-ships captured by English cruisers, there was but little progress made in the introduction of the manners and customs of the whites. Now, however, that the horrible slave trade is, or seems to be, extirpated from these latitudes, the present population will, day by day, yield their prejudices and propensities to the influences of Christianity and civilization; but, for the thorough reformation we must rely upon the missionary and the school-master acting upon the rising generation. Daily, hourly, that influence is now being exercised by humble but heroic men; of whom, without exaggeration, it may be said that they deliberately perish, in order that others may live.

There seems to be much activity evinced in clearing the land of its dense undergrowth in the vicinity of the settlements; thus contributing, at the same time, to beautify the face of the country and promote the health of its inhabitants. The whole colony is intersected by excellent roads, forming long, narrow vistas, overshadowed and beautified by the palm and the banana—with hedges of the coffee plant, the leaves of the latter a rich and vivid green. These roads measure seventy miles in length, and are continually repaired by the liberated Africans.

The Bullom tribe occupy the northern shore of the river, and give their name to the district they inhabit. The Timmanees were the original inhabitants of the peninsula of Sierra Leone, and they still reside in and around it. They are described as indolent and licentious. There is a tradition that they were preceded by the Aiguas, who worshipped the thunder-bolt. During thunder-storms they are represented as coming forth from their huts, and by shouts and songs welcoming their deity. On one occasion a pregnant woman was killed by lightning; and far and near the worshippers came in, exulting that with one bolt two were killed.

It is a custom among the Timmanees, as also of many other tribes of Western Africa, to throw a small portion of whatever they eat or drink

upon the ground, as an offering to the dead. The bodies of their kings are deposited in charnel-houses, which are never opened; but there are small apertures through which cooked provisions and palm wine are introduced, the Timmanees believing that they are consumed by the dead. They have houses near their towns, in which are images, skulls, shells, &c., in which their divinities are believed to reside.

I first saw here the cola or gorra-nut, so frequently mentioned by Park, Clapperton, and the Landers. It is the seed of the *Sterculia acuminata*, resembling the horse-chestnut in appearance and growing in pods, four or five together. It is exceedingly bitter, but is considered an excellent tonic by the natives. It has an unquestionable peculiarity. After chewing one, tepid and slightly brackish water tastes sweet and refreshing. The locust tree of this country is very beautiful—covered when in blossom with vermilion-colored flowers, which are followed by pods containing a farinaceous substance, of which the natives are very fond. In the yard of one of the colonists I saw a bread-fruit tree, large and umbrageous, but without fruit, it being too early in the season. The British government might have transplanted the bread-fruit tree from this vicinity, instead of sending to the South Pacific for it. Limes, oranges, plantains and bananas, with other tropical fruits, are abundant in the market. Of fish there was no scarcity; and there seemed a sufficiency of indifferent beef and mutton to supply the limited demand. There was no great variety of vegetables, the cassada, yams, and sweet potatoes being the principal; and poultry was rarely seen.

The movement which led to the first settlement of Sierra Leone originated with the Society of Friends, and the first colonists consisted mostly of London prostitutes and-refugee slaves from the United States. The object was humane, but the means adopted most injudicious. Fortunately for the credit of the Christian name in a heathen land, nearly one-half died or fled from the colony in a few months; and in less than a year an African chief destroyed the settlement, and the whole were dispersed. Another colony was sent out and the town was rebuilt, but soon after destroyed by the French. A third time settled, it has, with occasional trying vicissitudes, gone on increasing, until it has become an important colony and the principal of the English settlements in West Africa. It was formerly under the charge of the African association, during which it suffered much from mal-administration of its affairs; but since the government has assumed the control and exerted itself strenuously and successfully in suppressing the slave trade, there is said to be a decided improvement in the character and habits of the blacks. Many of them are well clothed, and all of them are well behaved; perfect order throughout the town is preserved by policemen appointed from among them, each one distinguished by his badge of authority. I heard no quarrelling, and among them saw no intemperance.

The trade of Sierra Leone, like that of the Gambia, is fast increasing. From the official return to the British Parliament, the number of vessels reported inwards at the customs of this port for 1851. was nearly double that of the preceding year; and the amount of tonnage entered shows an increase of 50 per cent. The imports from the United States amounted, in 1851, to \$83,000; in 1852, to \$98,000.

But, in the words of the "official returns," "a very large proportion of the exports are not reported; it being a well-known fact that very many vessels load annually in the neighboring rivers with produce, for various parts of the world, and on account of the resident merchants of the colony, but which are, nevertheless, not cleared outwards at the custom-house; and, consequently, no returns of their cargoes can be included in the return of exports, which only shows the exports of those vessels cleared by the customs."

The exports for 1852 were :

800,000 bushels ground-nuts, valued at	\$440,000
(1/10 to France and 1/10 to the United States.)	
400,000 feet timber—to England; valued at	500,000
500,000 hides—to the United States; at \$1 each.....	500,000
300,000 gallons palm oil, at 33 1/2 cents.....	100,000
(1/4 to the United States and 3/4 to England.)	
200 tons pepper, valued at.....	400,000
(1/3 to the United States and 2/3 to England.)	
600 tons ginger, valued at.....	600,000
(1/3 to the United States and 2/3 to England.)	
Beeswax not rendered—estimated at.....	90,000
Total	<u>2,630,000</u>

A letter received from Sierra Leone since my return here, reports a large proportionate increase for the first quarter of the present year; but as it is not official, I withhold it. It will be seen that the *reported* exports very much exceed the imports; and the inference is, that all of the latter, as well as the former, are not entered at the custom-house, but distributed in the neighboring rivers.

Leaving Sierra Leone for Monrovia, with a fair wind, we passed Sherbro island and the Shebar and Gallinas rivers, and on the second day made Cape Mount.

The country between Sierra Leone and the Sherbro is covered with timber, much of which is annually exported. With the exception of about ten miles along the coast, the Shebar is now the northern boundary of the republic of Liberia. This river is properly an estuary of several rivers; and on the island between it and the sea, the first attempt was made to settle a colony of colored people from the United States. The Boom Kittam river, up which we have a considerable trade, flows in here from the southeast. A short distance up the stream is the Mendi mission, established by our countrymen. They complain that they have frequently been much incommoded, and that once or twice their property and their lives were endangered by the cupidity of the native chiefs. They at one time considered that they owed their preservation to the timely interference of the commander of an English ship-of-war. This is not the only instance which has come to my knowledge of the assistance rendered by officers of the royal navy to our citizens trading to or residing in Africa.

In an isolated position, like that on the Boom Kittam, it seems to me that one of our cruisers should occasionally visit it; for which purpose,

as for many others connected with the suppression of the slave trade and the protection of American lives and property, one or two steamers, of light draught of water, should be attached to our squadron on the coast.

The Mohammedan religion was introduced into this district of country in the early part of this century, by missionaries from Coroango and Toubah.

De Cintra, sailing down the coast from Sierra Leone, discovered the river Gallinas, to which he gave the name of Rio del Fumi, because he saw nothing but smoke along the shore. Until recently the mouth of this river was the most notorious slave mart on the western coast. The factories were destroyed in 1849 by Commander Denham, R. N.

Through the joint liberality of two philanthropists—an Englishman and a citizen of the United States—the territory was subsequently purchased from the neighboring kings and annexed to the republic of Liberia; and in May, 1852, the Cassa territory, which adjoins Gallinas on the north, was also purchased, making the Shebar the northern boundary of the republic.

From Gallinas to Cape Mount, along the coast, and extending about thirty miles inland, is the territory occupied by the Veys, a warlike tribe, numbering from ten to twelve thousand, heretofore actively engaged in the slave trade. They are said to be separatists from the Mandingoes; and some of them are Mohammedans, and possess a degree of intelligence, and are more highly civilized than the Deys and other tribes to leeward.

Their language has been reduced to writing by syllabic characters, and has a strong affinity to that of the Deys.

Sharks hover about the mouths of rivers on the coast; and, during the activity of the slave trade, were particularly numerous at Gallinas bar, on the watch for the frequent upsetting of the canoes which transported slaves from the shore to the vessels in the offing. In 1849, a captain of a vessel lying off Gallinas, who had visited the shore, for a long time feared to launch his boat to return on board, in consequence of the great number of sharks he saw swimming about. When he had embarked, they pursued him so closely that he could strike them with his oar.

As an instance of the rapacity of the shark, and the cruelty of one of our countrymen, Dr. Savage relates, that in 1837 a native boy belonging to Tabou, about forty miles to leeward of Cape Palmas, was taken on board of an American brig, to act the part of cabin-boy. Having offended the mate on one occasion, he received a severe chastisement, and rushed down into the cabin for protection from the captain, who was busily engaged in writing; but the latter, provoked at such an abrupt intrusion, began also to beat him. The poor boy now retreated to the deck, pursued by the captain, and encountering the mate in a threatening attitude, he ran towards the bow of the ship. The captain followed him, pouring forth his oaths and imprecations. The little fugitive, finding no way of escape, sprang upon the bowsprit and leaped into the sea. Here, hanging to the cable, without daring to ascend, he began to entreat the compassion of his Christian employer, who stood leaning over the bow, shaking his fist and threatening vengeance on his head if he attempted to come on board again. It can

hardly be supposed that the captain *intended* to prevent his final ascent; but he *did* prevent it in the end. For while the boy was pleading for his mercy, two sharks were seen to approach, and, each grasping at a leg, rent his body asunder. The next moment the captain saw only the bloody wave swashing against the bow of his ship.

Of the horrors of the slave trade, few have a distinct conception. A single instance, which occurred in this locality, will give an idea of the reckless barbarity which attends it. Prior to recent treaties, English cruisers could not capture vessels of other European nations along the coast, (and cannot now American,) unless there were actually slaves on board. In 1830 his Britannic Majesty's ship "Medina" gave chase to a suspicious sail hovering off the mouth of this river. On board of the latter was a female slave, whose presence, as much as that of hundreds, would insure the capture and condemnation of the vessel. As the most effectual means of removing the poor wretch from sight—for even her dead body would bear damning testimony—she was lashed to the anchor, and with it cast overboard. The search was thus baffled, and the slaver allowed to pass unmolested.

Cape Mount, in latitude $6^{\circ} 44'$ N., is a bold and sudden elevation, densely wooded to the summit, which is 1,060 feet above the level of the sea; and it towers over the surrounding country, except in the south-east direction, where a chain of hills stretch inland until they are lost in the distance.

Cape Mount, as well as the Gallinas and Sierra Leone to the north, and Cape Mesurado to the south, were discovered by the same Portuguese navigator, who saw here, as Hanno and his Carthaginians had seen before, many fires on shore, made by the natives, some of whom came off to the ship in canoes, two or three in each. They were all naked, and armed with wooden darts and small knives, bows, and shields. They had rings in their ears; and, according to the narrative of Cada Mosta, in their nostrils also, and wore the teeth of slaughtered enemies suspended from their necks, as trophies.

The eastern base of Cape Mount is washed by Fisherman's lake, ten or twelve miles long, formed by the outspreading of the irregular and sluggish river Pissou, which flows down from the interior, and only finds an outlet when its rising waters overflow a depression in the barrier of sand thrown up by the sea. The shores of the lake, and the banks of the river, are covered with luxuriant vegetation, except here and there a clearing occupied by villages and rice-fields. The huts resemble so many bee-hives on a gigantic scale.

It was here that Pedro Blanco had his extensive slave factories. Besides other goods, he imported, in 1841, 1,800 hogsheads of tobacco, and annually shipped from six to eight thousand slaves; and considered it a good speculation, if one out of four of his vessels reached its destination unmolested.

Twenty miles from Cape Mount is Half-cape Mount river, which, in part, belies its name; for it is a fine river, flowing through a level country, uninterrupted, as far as the eye can see, by the slightest elevation.

From Cape Mount to Cape Mesurado is the Dey country, cut up in small districts, held by petty kings, who, while outwardly acknowledg-

ing the jurisdiction of the republic, are continually holding palavers; i. e., quarrelling among themselves. The word "palaver," with a great many phases to its meaning, generally implies a discussion, to decide upon a right assumed, or a right disputed; or indemnity for a wrong; or the enforcement of a contract. In fact, it is the court of law of the tribes, and suits are brought before it.

The Deys, more tractable but not more trustworthy than the Veys, are somewhat given to agriculture, and possess considerable mechanical skill in the weaving and dyeing of cotton cloths, and the manufacture of household articles and instruments of warfare. They are considered less numerous than the Veys, and are a more indolent and inoffensive race, numbering from 6,000 to 8,000. The dialect of these two tribes has some affinity, but differs from other languages along the coast. Although very imperfect, the missionaries have succeeded in reducing it to significant characters, and translating into it a compilation of the gospels.

At day-light, on the 31st of January, we made Cape Mesurado, dimly visible through a thin white mist which shrouded the horizon. The mist, hanging over the lowlands, but not rising above the tops of the trees, gave to the scene very much the appearance of a general inundation. We soon after heard the splashing of paddles in the water, and in a few moments a number of canoes came swiftly forth from the obscurity, and revealed two or three natives nearly naked, sitting upright in each, and handling their paddles with great dexterity. These canoes are dug out of the bombax ceiba, the pullam or wild cotton tree of the country, and being very light, narrow, and long, with a slight upward curve at each extremity, float buoyantly and gracefully upon the water.

As we slowly sailed along, the mist in the meanwhile rising with the sun, the surrounding scenery, feature by feature, was unveiled, and by the time we cast our anchor in the bay the whole was distinctly revealed.

Abreast of us was a lofty promontory; a little beyond, and partly hidden by it, was the town of Monrovia; and to the east and north a densely wooded country, its sandy shore interrupted only in two places, where the rivers Mesurado and St. Paul's find outlets to the sea—those outlets marked by the foam of breakers flashing in the sunlight.

The pitch of Cape Mesurado is gently rounded; but its face is abrupt, and would present a rugged appearance, were it not covered with a mantle of the richest green I have ever looked upon, resembling, if anything, the hue of lichens and mosses in some sequestered ravine, from the sides of which water imperceptibly trickles. Except a very narrow strip of beach, with a few outlying rocks at the very water's edge, all is one mass of foliage—tangled vines and shrubbery beneath, but above a dense growth of trees, becoming more and more lofty, until those on the summit rear their heads above and half conceal the light-house, an indifferent frame building, stained and defaced by the weather; which, except in its greater height, recalls to mind one of those narrow and neglected tobacco-houses so often seen in our southern States.

In the dense thicket which crowns the Cape was formerly a Fetish-

house, where the natives worshipped some hideous idol; and on the naked rocks, near the extremity of the Cape, was found, in September, 1823, the carcass of a boa constrictor. It was extended nearly at length, and measured thirty-two feet. Its size, near down to the tail, was almost uniform, and, in its then collapsed and shrivelled state, varied little from eight inches in diameter. Its color, when alive, seemed to have been dark brown, variegated with irregular patches of a darker hue. It had apparently perished from starvation.

The anchorage is an open one; but the winds rarely blow fresh upon the shore, and the only danger to shipping is a heavy sea which sometimes comes tumbling in without the slightest premonition. The ridge of highland, the rounded extremity of which forms the Cape, trends inland, in a diagonal line from the coast; and on a depression of that ridge, about half a mile from the light-house, the principal part of the town is built. But many houses are scattered about on the inland slope, at the foot of which are several stone warehouses, facing the broad sheet of water formed by the junction of Stockton creek coming down from the north, and the river Mesurado from the east. A stone's throw from the shore is Carey island, on which the settlement was first made; where the colonists were obliged, with arms in their hands, to procure water for their daily use. Stockton creek separates Bushrod island, a densely wooded flat, from the main land; and connects, at its northern extremity, with the river St. Paul's, one and a half mile from the mouth of the latter.

Just within the swell of the Cape, in a kind of bay, where, except in northerly winds, the sea breaks gently upon the shore, is the usual landing. Immediately back of the crest of the shelving shore, just beyond the reach of the heaviest breakers, is a small African village, inhabited mostly by males, who come from their native districts in search of occupation. Their huts are constructed of wattled cane, lined with mats, and are smaller than those at Sierra Leone and the Gambia. They have no enclosures, and make no attempt to cultivate the soil; but look only to the sea for their subsistence. They are called Kroomen, and their distinctive mark is an arrow tattooed on each temple, the point towards the eye. Their only dress was a piece of blue cloth, sometimes merely a handkerchief, worn around the loins.

From the village we crossed the neck of the low peninsula which terminates in Cape Ashmun, at the river's mouth; and, walking along an elevated foot-path, we saw a number of small cattle, spotted black and white, in fine condition. These, with the exception of some goats, a dog, and a few lean and prowling swine, were the only quadrupeds we encountered.

Instead of turning up to the town by a road which led to the right, we kept along the base of the ridge, and soon came to the wharves, where two small vessels were building and one undergoing repair, and about the stores were a number of palm-oil casks and some large canoes, all indicating a degree of commercial activity; thence, ascending the rough hill-side, we passed several houses, one of them a substantial church, nearly finished, and in a few moments reached Broadway, the central and principal street of the town. This street, and those parallel to it, run nearly north and south, and at regular intervals are

intersected by others at right-angles, all broad and straight, but, excepting a path in the centre of each, much overgrown with senna and wild indigo.

Monrovia, which contains about 300 houses and 2,000 inhabitants, is built, as I have said, on a depression of the ridge which sweeps inland from the cape. About midway the length of the principal street the land swells up like an earth-wave, and sinks immediately down the street, crossing the summit and following the declivity. On the summit is Fort Hill, where, in December, 1822, in the infancy of the settlement, the heroic Ashmun, rising from his bed of sickness, with thirty-four brave colonists repulsed an assault made by eight hundred savages.

The houses are detached, being built on lots of a quarter of an acre each. They are of good size, some two stories, but most of them one and a half, consisting of a single story of frame resting on a basement of stone, with a portico front and rear. Many of them were neatly, and two or three handsomely, furnished. There were twelve houses under construction, mostly of stone; and there were, besides, a few which looked in good preservation; but most of the frame dwellings presented an old and dilapidated appearance, owing to the humid climate during half the year, the scarcity of whitewash and paint, and the ravages of the beeg—a bug—a destructive species of *termite*. For the last reason, all the new houses not built in the native fashion—of wattles, mud, and grass—are constructed of stone, while the old frame ones are abandoned to decay.

In almost every yard there were fruit trees—mostly the lime, the lemon, the banana, the pawpaw—and the coffee-tree; sometimes the orange, and now and then the soursop and the tamarind. The oranges were good, but scarce; and the lemons large and fine. The cocoa grows abundantly, and the pomegranate, the fig, the vine, and a tree bearing the cashew-nut, are to be seen, but not in abundance.

The soil is thin and not productive, resting upon a ferruginous rock which occasionally crops out. The gardens are enclosed by wooden palings, generally in a state of decay, or by stone walls without mortar. In them were only a few collards and some cassada, sweet potatoes, and arrow-root. But it is not the proper season for vegetables, and a few months hence these gardens may, and doubtless will, present a more gratifying appearance.

The suburbs, the river, and the inner harbor, are commanded by Fort Hill, as the outer anchorage is by that of Fort Norris at the cape.

The view from Fort Hill is a very fine one. To the west and southwest it overlooks the houses and the trees far out upon the sea; on the north and east, Stockton creek and the two branches of the Mesurado flow gently through an alluvial plain; and to the southeast the eye follows the direction of the ridge which stretches far into the interior.

On Broadway, south of Fort Hill, is the government house—a large stone building, with arched windows and a balcony in front. The lower floor is used as a court-room and printing-office, and the upper as the hall of legislative council; behind it is the jail; directly opposite is the President's mansion—a double two-story brick-house, with a front

portico—its roof sustained by lofty columns. It is the most imposing building in the place. There are five churches, all well attended. Indeed, I never saw a more thoroughgoing church community, or heard a greater rustling of silk, on the dispersal of a congregation, than here; all were at least sufficiently attired; and the dresses of the children were in better taste than those of their mothers. One of the most gratifying things I noticed was the great number of well-dressed and well-behaved children in the schools and about the streets. The schools are also numerous and well attended. I did not see sufficient to justify the expression of an opinion, except that, while I noticed the attendance was full in almost every one, it seemed to me that, in some instances, the acquirements of the teachers were surpassed by the capacities of their scholars; but for all the purposes of rudimental education the materials are ample. I feel a delicacy in alluding to this subject, and only say what has escaped me from a solicitude that the generation now coming forward may sustain the institutions of the republic.

The colonists were all decently clothed; and of the natives moving about the streets, with very few exceptions, the most indifferently clad wore a long loose shirt, but their heads and legs were bare. One of the latter I saw reading apparently a book which he held before him as he walked.

On the outskirts of the town is a large coffee grove, which did not seem to be in a thriving condition; and altogether, in and around Monrovia, agriculture wore a languishing appearance. This is doubtless owing, in part, to the poverty of the soil, and in part to the overweening spirit of trade; there being evidently a preponderance of petty retail shops. I must say, however, that the town presented a far more prosperous appearance than I had been led to anticipate. From its fine situation it must eventually be a salubrious one. The sea-breeze at all seasons blows directly over it, and in this respect it is far preferable to Sierra Leone. The bifurcation of the river St. Paul's to the north gives, through Stockton creek, its southern branch, a direct and easy access to that river at all times, without encountering the perils of either bar. On the southeast the east branch of the Mesurado is separated by a portage only five miles from the head of Junk river, which flows into the sea thirty-five miles down the coast. Monrovia will therefore be the outlet of the products of an extent of country not less than 1,250 square miles.

During the time of the Portuguese ascendancy, the Mesurado was called Rio Duro, from the cruelty of the natives—a cruelty fostered, if not engendered, by the whites.

It is but fair to state, that the land on the northeast Mesurado gives little promise of being soon brought into cultivation. The banks are so low as to be overflowed at every tide, and are covered, as far as the eye can reach, with an impenetrable growth of mangroves, while the sluggish stream is discolored by the black mud of the marshes, from which, at low water, a most offensive odor is exhaled.

At 13 miles from Monrovia, the east branch is too shallow for canoe navigation; and a quarter of a mile above its source is an extensive morass, overgrown with long grass and mangrove bushes. The scenery is the same as that on the northeast branch. A short distance from the

morass is a native village; the soil around it exhausted from repeated cultivation; and producing little else than cassada.

From thence, across the portage, to the Red Junk river, the surface of the country is nearly level, with extensive fields, no longer under cultivation, skirted with open forests. The soil is light loam, intermixed with sand, and producing only a long, coarse grass. In some places the plain is thickly studded with tumuli, formed by the *Termite belliosi*, (called by the natives bug-a-bug.) These mounds are from 8 to 12 feet high, and 10 to 14 thick at the base: some having been abandoned by the ants, were covered with grass embrowned by the sun, which gave them, at a distance, the appearance of native huts.

While observing as well as I could the condition of things around me, I did not lose sight of the principal object of my mission, and soon after my arrival set out for the St. Paul's, in a boat manned by natives. For the first six miles our course was up Stockton creek, a wide and shallow stream, with a low mangrove swamp on each side, (*Rhizophora mangle*,) which, like the *Ficus religiosa* of India, propagates itself in a two-fold manner: by perpendicular shoots descending from its branches, and by dropping its long, slender, sharp-pointed seed-pods, which implant themselves in the soft mud beneath, and then take root and grow up into trees, with almost as many stems as branches. On the edge of the banks, on each side, the mangroves throw down their long, fantastic shoots, and within them the tops of lofty trees arch overhead, their branches interlaced with parasitic creepers, while through the crevices of the foliage the flickering sunshine streams upon the sluggish water.

From the growth of trees of which we occasionally caught a glimpse through the mangrove border, there was evidently a drier soil some distance inland; but the shores of the creek, with the exception of two small clearings—one the site of a native village, the other the landing of New Georgia—were for nearly the whole distance one inexplicable network of tangled roots and twisted stems and branches. Through this network we occasionally caught sight of a monkey frisking about the tree-tops, and sometimes disturbed a crocodile (miscalled alligator) from his sleep, and saw him clumsily flounder away through the mud to finish his slumber elsewhere. These, with some mud-snipes and curlews, were the only living things we saw. Such an effect had the solitude and the scene upon me, that I almost wound myself up to the expectation of beholding the huge iguanadon dragging himself through the fetid slime.

There was not a sign of cultivation, nor of an attempt to reclaim the soil; and the stifling hot weather, the sluggish stream, and the tainted odor of putrescent vegetable matter, painfully depressed my spirits; but when we passed the lower settlement of Caldwell and entered a bold, swift-flowing river, three-fourths of a mile in width, with banks 10 to 30 feet high, dotted with farm-houses, few of them a quarter of a mile apart, it was like the shifting of a scene in a theatre, and I gazed with satisfaction upon the beautiful sight.

Nothing had been told me to excite anticipation; and the transition was therefore as unexpected as it was gratifying. The breeze, no longer intercepted, swept refreshingly up from the sea, but half a mile

distant by the river; and, turning our boat's head up stream, we joyfully pursued our way.

The banks are uneven—at some places high and steep; at others coming down with a slope to the water's edge. On each side is a belt of cultivation, with a dense forest-growth behind it; and the most conspicuous objects of the scene were the light-green, broad-leaved foliage of the banana, clustering about every settlement, and the detached and distant palm-trees, which reared their dark, tufted heads above the surrounding mass of vegetation.

The appearance of this tree is majestic, yet graceful. Its round, smooth trunk springs, shaft-like, into the air, from sixty to upwards of a hundred feet, and then expands its rich, fringe-like leaves into a canopy, twenty or thirty feet in diameter.

The St. Paul's narrows very gradually in ascending it, and to the head of navigation is nowhere less than one-fourth of a mile in width. For the whole distance of fourteen miles from its mouth, there is a greater depth of water in the channel of the river than on the bars; and, for its length, it is a magnificent stream, pouring down such a volume of water as to render it certain that, however soon its navigation may be interrupted, it has its sources far in the interior.

The soil on both sides is a loamy clay, equal in fertility to the best sugar lands in Brazil. There are on the banks of the river four hundred farms and three thousand cultivators. Many of the houses are built of brick, two of them double-sized two-story ones, and there were seven brick-kilns.

I landed at four or five places, and saw every indication of comfort and prosperity—far more so than in Monrovia. The houses were well furnished, and in one of them was a room, specially assigned for the purpose, which contained a small but good library. The principal articles I saw in cultivation were sugar, coffee, cassada, arrow-root, yams, sweet potatoes, and a few ground-nuts. Among the fruits were the luscious pine-apple, oranges, lemons, limes, bananas, plantains, and the paw-paw; the last, in cooking, an excellent substitute for the apple. A little cotton is raised for domestic use. The sugar-cane was growing finely; and at one of the farms I witnessed the operation of grinding it. The apparatus, in part the invention of the owner, was an ingenious one, but very wasteful in its process; yet the proprietor expected to make nine thousand pounds of sugar and several hundred gallons of molasses this year. I tasted the sirup, which, owing, I presume, to the high temperature, was thinner than I have seen it during the grinding season in Louisiana. Some of the sugar of last year's crop was as light in color and as well granulated as the best Porto Rico I have seen. I scarce think, however, that sugar can to any extent be profitably cultivated, owing to the deficiency of capital and the consequent want of machinery.

Coffee will, I think, become eventually the great staple of this section of country. The tree grows indigenously, can be transplanted with ease, and requires little care in its cultivation; and, where it is not extensively grown, its berry may be gathered as a pastime by women and children. I was shown one sample raised on the St. Paul's, and tried another gathered in Monrovia. The last, which I did not see in the

berry, was excellent; but I cannot sustain the assertion that it is better than the Mocha. The former was of a clear light color, and the grains were the largest I have ever seen; I am not aware, however, that the large size of the grain is, *per se*, an indication of superior quality.

From all that I could observe or learn from others, a taste for agriculture is becoming prevalent; and I cannot give a better idea of the prosperity of the settlements on the St. Paul's, than by stating that cleared land fronting on the river sells at from \$40 to \$50 per acre. Some of the country seats looked beautiful from the river, and their names are characteristic of their owners; some being unpretending, but expressive; some classic, and some scriptural—"Pleasant View," "Iconium," and "Mount Horeb."

Opposite to Caldwell is the settlement of New Virginia; where, in 1847, the government of the United States built a receptacle for liberated Africans. Higher up are Kentucky, Heddington, and Millsburg. Heddington was fiercely attacked by the natives in 1841, and gallantly defended by a missionary and one of the colonists; the leader of the assailants was killed and his party dispersed. These four are little more than a close contiguity of small farms; but Millsburg, at the head of navigation, and the farthest inland settlement in Liberia, is a flourishing village and missionary school station; and on the opposite side of the river is the mission of "White Plains."

From its situation, Millsburg must be comparatively healthy, and is certainly beautiful. The river, separated by an island into two channels, there forces itself over a rocky ledge with the rushing sweep and hoarse sound of a rapid. The ledge is, however, a narrow one, and a channel through it might be blasted with gunpowder, or it could be flanked by a canal. Above the ledge the stream is unobstructed for about ten miles, and the country through which it flows is yet more rolling and beautiful than it is below the rapids. The soil is a rich mould, formed by the vegetable decay of centuries, resting on a substratum of clay, and covered with a luxuriant forest.

At the rapids are a number of islands, clothed with luxuriant vegetation; and, as was remarked by the lamented Dr. Randall, the islands differ from each other in their verdure, and from that of the main land. Each one seems to have caught, in the autumnal inundations, the seeds and roots of particular plants and shrubs brought down from the interior; for, while differing from those on the main, no two resemble each other in their peculiar foliage.

Above the islands the country is represented as most beautiful, bearing trees of immense size, clear of undergrowth, and having their branches interwoven with vines, and decorated with gaudy parasitic plants, forming a shade impervious to the sun, and imparting a coolness to the atmosphere which is truly delightful. The stream, irregular in its width, sometimes forces its way through fissures in the rocks, and at others forms deep pools, where the water is so transparent that the bottom is distinctly visible. It seems as if the foot of man had never trodden these lovely solitudes, where the silence is only interrupted by the murmuring sound of water, the scream of the fish-hawk, and the chattering of monkeys pursuing their gambols among the trees.

This must, however, be taken *cum grano salis*; for, in the rainy season the river overflows its banks and inundates the country.

The river St. Paul's has its source in the same range of hills from which the Karamanka issues; and, by barometrical measurement, these hills are 1,400 feet in height, which is about the elevation of the headwaters of the Mississippi. The scenery of the upper St. Paul's will, therefore, compare with that of the Karamanka, although more than two degrees intervene between their outlets.

The late Major Laing thus describes the country bordering on the latter river:

"The valleys are picturesque and fertile, and are watered by numerous rivulets, which, running from north to south, collect behind the lofty hill of Botato, and contribute in swelling the river Karamanka. I was frequently induced to stop to contemplate the lovely scene around me, consisting of extensive meadows clothed with verdure; fields, from which the springing rice was sending forth its vivid shoots, not inferior in beauty and health to the corn-fields of England in March, interspersed here and there with a patch of ground studded with palm-trees; while the neighboring hills, some clothed with rich foliage—some exhibiting a bald and weather-beaten appearance, formed a noble theatre around me. We left the town of Nijiniah, on the Karamanka, and having walked an hour and three-quarters, gained the summit of one of the hills; and in one direction, on the opposite side, a scene quite panoramic broke upon the view: an extensive valley, partly cultivated and partly covered with a long, natural grass, about five feet high, with lines of stately palm-trees, as regular as if laid out by art, and here and there a cluster of camwood trees, their deep shade affording a relief to the lighter hue of the smaller herbage.

"These, with a murmuring rivulet, meandering through the centre, exhibited the appearance of a well cultivated and tastefully arranged garden, rather than a tract amid the wilds of Africa; whilst, in the distance, mountain towered above mountain in all the grandeur and magnificence of nature."

Without being so wide or so impetuous in its current, there is much in the St. Paul's (one feature excepted) to suggest what might have been the appearance of the Mississippi above La Fourche, and below Baton Rouge, before the less pretending houses of the Creole planters were displaced by the stately mansions of the present proprietors.

The St. Paul's connects, it is said, with Half-cape Mount river by a branch that runs parallel with the coast, and both abound in fish and a small species of the "*Hippopotamus liberiensis*," thus named by the late Dr. Morton, of Philadelphia, from *crania* sent to him by Dr. Goheen. This animal is said to be extremely tenacious of life, and, except to gunpowder and ball, almost invulnerable. When injured he becomes dangerous; but if unmolested, never, the natives say, attacks any one. The flavor of the flesh is described as intermediate between that of veal and beef.

About seventy miles from Millsburg, in a direction a little east or north, is Boporah, a large native town, formerly containing more than a thousand houses, fortified with a strong barricade. The path to it leads through a dense forest, in which there are elephants and a great

many other wild animals. For the first fifty miles there are no villages, and the only natives met with are the elephant-hunters, who are numerous, and represented as friendly. The St. Paul's passes within twenty-five miles of the town, winding, in its course, among many islands.

On both shores of Stockton creek, as well as on the Mesurado, are many alligators' nests. They are about four feet high, and five in diameter at the base, made of mud and grass, very much resembling haycocks. The female first deposits a layer of eggs on a floor of a kind of mortar, and she and her mate having covered this with mud and herbage, she lays another set of eggs, and so on to the top; there being sometimes as many as two hundred eggs in a nest. All is plastered over with mud by the tail, and the grass around the nest is beat down with the same member, to prevent an unseen approach of enemies. The female then watches the nest until the young are hatched by the heat of the sun; when she takes them under her care.

In order not to lose time waiting for the steamer which had been promised me, I requested Commander Barron to convey me to the Junk river, about thirty miles down the coast. Leaving an order, therefore, for the Vixen to follow, we weighed anchor in the afternoon of a clear, warm day, and, sailing slowly southward, had the best view of Monrovia, spread out on the cleared portion of the ridge, where it is depressed within eighty feet of the sea.

From Cape Mesurado to the Junk river, the coast runs in a south-east direction; and presents, as heretofore, the same low line of sand, with a back-ground of forest for eight or ten miles, where a slightly elevated ridge is thrown up immediately upon the shore. About the same distance from it, but further inland, are the "Crown" and the "Cockscomb"—two isolated hillocks; and beyond them, and thrice the distance inland from the coast, south of the Junk river, are two remarkable peaks with a depressed ridge between, called "Saddle Hill," towering above the sea of verdure, and measuring 1,070 feet in height. Beyond the Saddle Hill are two other peaks, dimly visible in the distance. With these interruptions, all else is a sandy beach, edged with a glittering line of light, where the surf breaks upon it, backed by a vast forest stretching to the horizon.

Anchoring off the mouth of the Junk river, I was compelled to remain nearly two days inactive, in consequence of heavy breakers on the bar. It was the change of the moon; and the colonists maintain, that at such times, from the increased swell, the passage of the bar is impracticable.

When the swell seemed to have sufficiently subsided, with the native crew which always accompanied me, I started for the shore. These men were of the Nifou tribe, whose territory is farther down the coast.

Although muscular, active, and in the open sea fearless in the management of their canoes, a circumstance occurred on our way to the shore, which satisfied me that they are not to be relied upon in danger. Trusting to the head man, who steered the boat and directed the crew, ten in number, how to manage the oars, (for on their skilful management almost everything depends,) I felt no apprehension, and directed my attention to the shore, which we were rapidly approaching. A startling exclamation roused me; and looking back, I saw a low, black

cloud sweeping towards us, and driving a huge wave before it. We were almost on the bar; and the terrified crew were divided in opinion as to whether we could cross it before the gigantic roller overtook us. To be caught by it before we were safely over would be certain destruction. At this trying time the panic-stricken boatmen failed me; and in loud confusion they argued what should be done, when every instant's inactivity increased the peril fourfold. But as soon as the question was settled for them, and the steersman was directed to turn the boat's head towards the southern shore, they gave way with all their might, and, although borne down to the very edge of the outer breakers, we gained the beach in safety. I am satisfied that, with a good pilot, it would be less dangerous to cross these difficult bars in a boat manned by white men.

We landed just below Bassa Point, near the dwelling of a colonist. It was recently built, in a clearing in the midst of a grove of palm-trees; and I found him, with three or four natives in his employment, busied in extracting from the palm-nut the rich oil it yields. After resting a short time under his thatched roof, with the assistance of his laborers, we dragged the boat up the high, shelving bank, and over a narrow strip of sand, and launched her in the South Junk, which, flowing nearly parallel with the coast, unites with the other branches just inside the bar.

From thence we pulled over to the village of Marshall, on the northern bank, about half a mile from the river's mouth. This was the last settlement made by the parent Colonization Society in Liberia. It is elevated about forty feet above the river, and its situation is a fine one in appearance; but the soil around it is poor, and the place far from flourishing. Originally laid out on an enlarged plan, it now contains but thirty or forty houses, built along the river-bank—a few of them frame buildings, but most of them plastered mud-walls, with thatched roofs—many presenting a dilapidated appearance.

The only article of export I saw was a quantity of lime, made from the oyster-shell upon the shore; and I was assured that this place wholly supplies Monrovia, and partly the other settlements, with this invaluable building material. Oysters are plentiful here; but they are only palatable when cooked; and the river abounds with mullet. There is some small traffic here with the natives in camwood, palm-oil, and a little ivory; but it is much interfered with by dealers from Monrovia.

It being Sunday when I arrived, after conversing with some of the citizens, I accepted an invitation to attend church, and there heard a sermon from a venerable colored preacher which I shall not soon forget. I have heard many stereotyped sermons, but never one to move me as much as this. The distant booming of the surf on one side, through which I had to pass to rejoin my companions, and the dark, teeming forest upon the other, tended, no doubt, to enhance the solemnity of the scene; for, seated upon a rush floor beneath a roof of thatch, as I listened to the earnest tones of the feeble old man, I never felt more impressed with a sense of my own undeserving. I mention this, because I conceive that I should withhold nothing which may convey a correct idea of the impressions made on me in Liberia. In a personal sense,

these impressions are insignificant and wholly unworthy of record. Their only importance is derived from the scene which gave them birth, and from the inference to be drawn from it, that Christianity has its exemplars in benighted Africa, as well as in our own more favored land.

About a mile above the settlement is the confluence of two streams—the Red Junk, flowing down from the north, and the Junk, or main stream, from the east. The Red Junk, near its source, is connected with the eastern branch of the Mesurado by a narrow portage. At the junction the banks of both streams are low and bordered with mangrove thickets.

About two miles up the Red Junk there is a native village, and from thence the banks become more elevated and present a more attractive appearance. The palm-trees become more frequent, and, in the space of twenty miles, the scene is enlivened by a number of villages—the light-green leaves of the banana indicating their locality long before the brown roofs become visible. The course of the stream is winding, and its width various; at times but 150 to 200 yards, with comparatively high banks, and again spreading out to nearly a mile in width, with low and sedgy shores.

The vegetation is very luxuriant and much diversified in its character. The scenery of the river's banks is described as rich beyond conception.

“Trees of singular form and foliage spring from the deep, rich soil, and rear their heads to an amazing height; while their branches are covered with a beautiful drapery of vines, forming a dense shade, and hanging, in many places, to the surface of the water.”

Looking closely at these trees, a large black knot is occasionally seen swelling irregularly out of the branch to which it attaches. It would be set down as a fungus, but that a more scrutinizing glance detects the head of a snake projected above the coil, in an attitude of menacing vigilance. On the near approach of the boat every fold is shaken out, as by a single effort, and the snake precipitates itself into the water and disappears. It is the well-known black snake, measuring from four to six feet in length and two to four inches in diameter, which frequents the banks of rivers, and is said, by the natives, to be amphibious.

The fertility of the soil, combined with the presence of moisture, gives a peculiar depth and vividness of green to the foliage; and the stream, as smooth as a polished mirror, reflects the variegated beauties which clothe its banks. Occasionally a light native canoe shoots down with the current, or paddles up stream, close along the shore; while among the trees, a short distance back, monkeys are seen springing from limb to limb, in pursuance of their gambols. As on the St. Paul's and the Mesurado, the stranger is little annoyed by mosquitoes and flies, and is struck with the scarcity of birds and flowers.

In the rainy season the first deficiency may be more than satisfactorily supplied, and the moist, gloomy shades of the forest are unfit nurseries for flowers, which thrive best in a light soil and where they can expand their petals to the sun.

Of the birds to be seen in the recesses of the wood, very few are gifted with melodious notes; but by the compensatory law of nature, some of them are magnificent in their plumage. Of these, the sun-

bird, scarce larger than our smallest humming-bird, with its scarlet breast, tinged straw-color at the edges, its emerald throat and back, and dove-colored wings, and a tail longer than its body, is the most beautifully conspicuous. Others I saw wholly of one color—some of the deepest indigo-blue, and others a rich tinted orange. But they partook of the spirit of the solitude in which they dwelt, and flitted silently from tree to tree before the footsteps of the intruder.

Like the Red Junk, the Junk proper has low banks, bordered with mangroves for about three miles from the junction, where the shore rises on each side and the soil becomes fertile, occasionally presenting a slight elevation, on each of which is a settlement comprising three farms of colonists and two native villages.

The river averages about 300 yards in width to King Kymocree's village—a collection of twelve or fourteen low-pitched, mud-plastered huts, with projecting thatched roofs and uneven clay floors. In the centre of the floor is the fireplace—the only outlet for the smoke being the low and narrow door-way, near which the inmates are always, by preference, seated. The principal building, in front of which the king held his audience, was built of wattled cane; but not plastered, being open all round. About six feet from the floor were cross-pieces; on which, up to the roof, was piled rice in the sheaf, to be dried by the smoke of the council-fire. The king is short of stature, but with a muscular frame; and his features altogether are more of the true negro type than I have thus far seen in Africa. He was cordial and communicative; and the colonists represented him as a staunch friend and ally, having in the late war borne arms gallantly in their behalf. He possesses a number of villages—their male inhabitants, like those of the one we were in, being nearly all absent some distance inland, clearing land preparatory to sowing rice. He presented us to three of his wives and six or eight children; declaring that the latter were so numerous, that he did not know them all by sight. His tribe is one of the many ramifications of the Bassas, of whom I will speak further on.

Although scarce beyond middle age, this chief was quite gray; and, in this respect, I have repeatedly noticed the difference between the African and Mexican Indian, whose hair never changes its color. There is also a perceptible difference in the texture of the hair of natives along the coast; for, as I have proceeded south, it has appeared to me to be finer, more elastic, blacker, more shining and crisp, than in Goree and about the Gambia.

Thus far I have not seen an instance of baldness among the natives; but their lips are, in general, as dark as their faces: therein differing from most of their descendants with us; and the whites of their eyes are tinged with a yellow suffusion, which I know not whether to ascribe to the constant smoke in which they are enveloped in their huts, or to some organic cause. I incline to the latter opinion; for the eyes of the Kroomen, who had been serving two years on board of the John Adams, were as much discolored as those of the natives I saw on shore.

Above the mangroves the land has the appearance of great fertility, and teems with every production of an intertropical forest. This stream is broader and bolder than the Red Junk, but the features of its shores

are exactly the same. It is navigable by boats for thirteen miles ; and twelve miles further there is a ridge of high land, east of which is an extensive lake, from whence the river issues. Twenty miles beyond the first ridge is a second and loftier one, from which the blue crest of a mountain is visible to the southward and eastward.

The level land west of the ridges, and the valleys between them, is one dense, wide-spreading forest. These ridges are evidently the outlying shoots of an interior mountain range. From all I could learn there is much camwood in the interior ; and the forest beyond the first ridge of highlands abounds in elephants. The exports of camwood and ivory could therefore be very much increased ; while it needs only a glance in any direction to see the numerous palm-trees, bearing aloft thick clusters of fruit, which only require the hand of industry to gather and express from them the valuable oil ; the demand for which, now that it can be deprived of its stearine, increases with every successive year.

Marshall is injudiciously situated on a sandy soil, which is parched up during the dry season, and is therefore unfit for cultivation. Could the settlement be removed to a convenient point on the main stream, near the confluence, the colonists disposed to agriculture would find more fertile land, while those embarked in commerce could engross the river trade, which, as I have said, is so much interfered with by mercantile agents from Monrovia. Several of the colonists are making settlements a short distance up the river ; and I believe there would be a general movement if the few enterprising men now in the place were not so hampered by a disproportionate number of helpless women. A settlement at or near the point of junction could raise enough for its subsistence ; and, by means of a direct intercourse with the interior up one stream, and with Monrovia by another, unaffected by the weather on the coast, would, doubtless, carry on a thriving business.

From the Junk to the St. John's river the coast preserves its south-east direction, with the same monotonous features, except some red and white cliffs which abut upon the shore below the former ; and inland, the range of Bassa hills and the isolated Mount St. John, which become visible on approaching the latter river.

We anchored off the mouth of the St. John's too late to enter it by daylight. On the following morning we started for the shore, and, passing a Liberian schooner, bound to Monrovia with a cargo of palm-oil, and an English cutter coming up from the southward, we steered for the opening in the line of beach, where, with a graceful curve and a rapid sweep, the river finds an outlet ; and, crossing the bar on a heavy roller, we landed at Buchanan.

Within the bar are concentrated the waters of three rivers : the Mechlin, flowing from the north ; the St. Johns, from the northeast ; and the Benson river, from the east. This great body of accumulated water is forced through a passage narrower than the principal stream ; and when the tide is ebb and the wind blows fresh upon the shore, there is drawn across it a line of terrific breakers. At this season, however, the winds are ordinarily light, and with a skilful pilot the bar can be passed in safety.

On the sandy peninsula between the Mechlin and the sea, just within

the confluence, some thirty feet above the water, is the village of Edina; the streets contiguous to and running parallel with the river. This settlement consists of a church and some twenty or thirty dwellings, of which the former and three-fourths of the latter are frame buildings; the rest are thatched huts.

This settlement presents an unthrifty appearance. The wide rectangular streets are overgrown with weeds; and although there are several coffee groves, the trees are too thickly planted, and the ground between them is covered with rank grass and shrubbery. In the rainy season the path which winds through each street, like a trail through a prairie, must effectually conceal those who pass to and fro, from those who remain stationary in their houses. If I had not known it before, the lean condition of some vagabond pigs I saw would have satisfied me that there is nothing nutritious in senna and wild indigo. And yet there was nothing gaunt or slovenly in the appearance of the inhabitants; and at the first threshold I approached I was greeted by an old colored lady, attired in a silk dress, with corresponding trimmings.

The Benson river pours in its tribute opposite to Edina; and on the west side of the junction is the flourishing town of Buchanan. This settlement was founded by the New York and Pennsylvania Colonization Societies, in 1835, and consists of the emigrants who escaped from the massacre at Fort Cresson, two miles further down the coast. In 1838 the population of Buchanan was 200: it now contains 600 inhabitants, and musters 100 fighting men. The last has become an essential item in the statistics of the place.

This colony was first founded on the peace principle, but the massacre of its unarmed inhabitants conclusively proved the folly of such an experiment, on such a field; for, in the space of one month, in the very year of its selection, 500 slaves had been embarked from the cove; and it was known that the native chiefs regarded the settlement of colonists in their vicinity as destructive of their traffic with the slave ships.

On Benson river, adjoining the town, there was a steam saw-mill in operation; and in the cove beyond it, one small vessel was hauled up for repairs, and two others were anchored in the stream.

Between the Benson river and the confluent streams, before they mingle with the sea, Buchanan is built, on wide streets running parallel with the beach, and they are less encumbered with weeds than those of Edina. Unprotected by whitewash or paint, the houses all present a dingy, semi-dilapidated appearance, except the residence of Judge Benson, on the south side of the cove; which looks fresh and beautiful, embowered, as it is, in an extensive grove of coffee-trees.

The St. John's river is as wide as would be the united streams of the Meclin and the Benson. It is half a mile wide at the estuary; and for a mile further up, is fringed with the mangrove. Thence it gradually lessens in width, and at the distance of three miles is divided into two channels by Factory island, on which Mr. Ashmun contemplated forming a settlement. Above the island the river narrows more rapidly, and does not exceed 200 yards in width at Bexley, a missionary school station, and rather a farming settlement than a village, seven miles from the river's mouth.

Opposite to the mission is the town of "King Soldier"—a venerable

and friendly old man, upwards of one hundred years old. A little above is another island, half a mile beyond which is the head of navigation, where the immediate banks are about twelve feet high.

The scenery is the same as that on the Junks, except that there are more frequent indications of agricultural improvement. After the mangrove ceases, the soil is a yellow clay; and the principal growth on and near the water's edge is a medium-sized tree, from its peculiar properties called the soap-tree; and the more lofty pullam or wild cotton tree, the sassy-wood tree, and the palm-tree. The qualities of the soap-tree are the same as those Herodotus mentions, of the shavings of which the Scythian women made a soft paste, wherewith they plastered their bodies, and stripped it off again when quite dry; by which means the skin was thoroughly cleansed.

One of the farm-houses at which I stopped was finely situated on a rolling piece of ground, some eighty feet above and one hundred and fifty yards distant from the river. It was well furnished and contained two rooms and a kitchen below stairs, and an attic sleeping-room above. It was the workmanship of the owner—an emigrant from Staunton, in Virginia; and the neat, yet strong stairway of wattled cane, and the partitions made of rushes, attested his industry and skill; while a small, but good library, proved that he possessed yet other resources. Himself, his wife and daughter, made the same declaration, which, with two exceptions (and those unprotected females,) I have heard from many others—that nothing could induce them again to take up their residence in the United States.

On the banks of the river, between Buchanan and Bexley, are the farms of eight or ten colonists, with as many native settlements; and I think that I counted two brick-kilns; but, as on the branches of the Junk and the St. Paul's, the settlements extend only a short distance back from the river. Including Bexley, there are 250 colonists on the St. John's above Buchanan.

The mission-house, just below the settlement of Bexley, is a fine two-story frame building, occupied at the time of my visit by two male and three female missionaries. They had arrived a month previous, and were still in the enjoyment of excellent health. Although unprovided with a physician, they spoke cheerfully of their prospects, and expressed gratification at finding things so much better than they had anticipated.

I felt a glow of pride, tempered with sympathy, as I looked upon my countrymen and countrywomen periling all earthly hopes in such a noble cause. This is true heroism—the chivalry of the gospel! For warlike achievements, men are almost deified; while the self-sacrificing missionary, who foregoes all the comforts of life, and, with the cross for his banner, boldly penetrates the cloud which overshadows this continent, and encounters certain sickness and death, more or less premature, for the benefit of a benighted race,—the missionary is rarely named, except with the final enunciation, "*Mortuus est.*"

There is a considerable tract of land under cultivation at Bexley. I could not ascertain how much its produce has increased; but some years ago it yielded 600 lbs. of coffee; nearly 3,000 lbs. of ginger; 1,100 baskets of sweet potatoes; 1,200 lbs. of arrow-root; and 300 bushels

of cassada. There were raised, besides, a great many fowls, and some sheep, goats, and cattle.

Beyond the rapids, the St. John's is navigable by canoes six miles further; from whence it is about ten miles to the base of Mount St. John; beyond which is a broad valley, bounded on the east by elevated ridges.

The principal forest growth beyond the head of navigation is camwood, bastard mahogany, African hickory, two kinds of wisniore—both admirably adapted for articles of furniture—and the oak, differing essentially from the species found from the tropics nearly to the polar circles, which is, throughout those regions, a cosmopolite of vegetation, being alike in its fruit, although much diversified in growth and the form of its leaves.

From thirty to fifty miles from the sea is one uninterrupted camwood forest; and the wood is used by the natives as fuel, and for building purposes. They fell the trees, and split them up into billets fifteen or sixteen inches long, which they carry in bundles on their heads to the nearest point of canoe navigation. Instead of this slow and laborious process, it is strange that it has never occurred to them to launch the trees, denuded of their branches, and raft them down the river. The whole world might be supplied with camwood rafted down the St. John's.

Most of the land bordering upon the sea has been, at different times, under cultivation; but after yielding the first crop, a piece of land is abandoned, and a new clearing made for the succeeding one. As a natural consequence, a rapid growth of vegetation supervenes in the deserted field, and it becomes, in a few years, a tangled thicket of trees and shrubs, bound together with the lacings of interminable vines and creepers. Added to which, from the incessant wars heretofore for the purpose of supplying the slave trade, the country along the coast has been half depopulated. Thus stripped of a great part of its primitive growth, and cultivated only in spots detached and distant from each other, the general aspect of the coast is that of a forest of dense and matted trees and shrubbery, almost destitute of its original characteristics.

In ascending the rivers, however, a wholly different scene presents itself. The primitive forest, in all its native grandeur, covers the earth; the graceful palm-tree waves its feathery branches in the breeze, and the lofty wisniore and huge bastard mahogany rear high their towering heads, while among the green foliage is seen the gay coloring of blossoms on many a stately tree, which give a kaleidoscopic variety to the deep embowering wood. Far up the streams, the eye is charmed with the ever-varied landscape: the dense trees which overhang the banks, their towering height and majestic size, the vivid hues of their foliage, and the sombre shade, despite the rays of an unclouded sun.

The profound stillness which prevails in these solitudes was disturbed at our approach, not only by the harsh grating of the oars in the rowlocks, but also by the wild and not unmelodious songs of the boatmen, which caused the basking crocodile to plunge into the stream, the monkey to retire into the recesses of the wood, and the fish-hawk to seek another position from whence to pounce upon his prey.

The territory of Little Bassa has many subdivisions, under as many

names. It is compressed nearly into the form of a triangle by the Atlantic and the branches of the Junk and the St. John's rivers; and is also a peninsula, as these streams approach each other very nearly in the interior. The country abounds in camwood and palm-oil, and the demand for the last is rapidly increasing, as it is now used instead of Russian tallow in the manufacture of soap. Hundreds of tons of camwood, and many thousand gallons of oil, are annually shipped from these rivers.

The new clearings on the river-banks, the steam saw-mill at Buchanan, the vessels in the cove, and the buildings under construction, all attest, with the exception of Edina, that the settlements on the St. John's are flourishing.

About three miles further down the beach from Buchanan is Fish-town, now being resettled, where there are twenty houses under construction, and a considerable tract of land cleared for cultivation. In the environs of the former, and on the road to the latter, I saw a number of cattle, larger in size than those of Monrovia. Their excellent condition verified the statement of respectable settlers that the neighborhood is a fine grass country.

The landing-place at Bassa Cove is protected from the sweep of the southwest wind, the prevalent one during the rainy season, by Grand Bassa Point, which bends to the north and renders the landing safe, except during a northerly wind. Unfortunately, when I left, the wind blew from that quarter, driving a heavy sea before it. It was near night-fall when I embarked in a canoe, to be conveyed through the surf to the boat, which lay beyond the outer breakers. I took my seat in the little dug-out, which was so light that I could have carried it upon my shoulders, while two natives, one standing at each end, kept it from being swerved entirely round and filled with water, as the waves broke upon the shore and washed knee-deep beyond them. As each wave receded, the two men pointed the bow anew in the right direction, and then stretching themselves up to the greatest height, watched the foaming crest of the succeeding roller, for an opportunity to launch forth and attempt a passage. It was necessary that those who had me in charge should not for one moment be distracted; a few friendly colonists, therefore, unable to assist, stood a short distance back, and watched our proceedings in silence. The scene to them must have been a wild and impressive one: the tiny canoe, the dusky forms of the natives, now and then shown in striking contrast as an angry breaker broke upon the shore, and sent its seething foam far up the beach, and the troubled sea beyond, with the boat in the foreground, tossing confusedly upon it.

We waited so long for an opportunity, that the ship, at first dimly visible in the distance, became lost in the fast increasing obscurity; and the boat beyond the line of surf could only be distinguished as a dark speck upon the surface.

At last there was a sudden shout, a push, a plunge, a rocking violently from side to side, a rapid play of the paddles which seemed more like wild gesticulations than a concerted movement; and, after a few moments' pitching and tossing, more than I ever pitched and tossed before, I found myself alongside the boat, and the canoe half filled with water.

It was a long, cold, uncertain pull afterwards to the ship, four miles distant, against a high wind and heavy sea, and without a compass, which, from fear of losing it by the upsetting of the canoe, had been left upon the shore. We were soon, however, favored with a beacon; for a lantern was hoisted on board the ship. About an hour afterwards a blue light was burned; and in an hour more we pulled alongside, the Kroomen too weary to keep up their customary song.

The next morning we sailed for Sinon, eighty miles further down the coast, a Liberian schooner taking her departure also for the south a few hours before us. The two canoemen, my companions of the night before, came off to bring the compass, and receive a compensation for their services. They also brought a specimen of coffee from Judge Benson's plantation, for exhibition at the New York Crystal Palace.

The Bassa tribe occupies the coast and an indefinite distance inland, from the Mesurado to Settra Kroo, below Sinon. All the colonial settlements of Liberia are within the territory of this tribe. With this tribe, therefore, they are better acquainted, having daily and hourly intercourse with them; nearly all the residents, natives of the settlement, being members of this large tribe, estimated to number 100,000! all speaking, with little variation, the same language; their physical conformation, pursuits, manners, architecture, superstitions, and productions of the country, presenting a striking uniformity. This tribe, like others on the coast, embraces a great many subdivisions, under petty chiefs, of from 15 to 20 miles square, but forming combinations, to more or less extent, by general custom and superstitious laws, continually harassing each other by family quarrels and petty jealousies. They are, nevertheless, industrious in their habits, not fond of wandering far from their homes, and are imitative and desirous of improvement.

Wars occasionally take place between two or more of the subdivisions; but, when they have occurred heretofore, the slave trade was generally the exciting cause. With the extinction of that direful cause, its lamentable consequences it is hoped may be hereafter averted.

Every town and village has its headman, who is subject to a king—generally an old man, to whom, as well as to the aged in general, great respect is paid. These kings and headmen do not appear to exercise despotic authority. An accused person is tried by the ordeal of drinking red water, a decoction of sassywood, or by a general palaver, which decides the innocence or guilt, and determines the punishment.

Their towns are assemblages of small conical huts, placed without order, sometimes on the banks of rivers, but are most frequently hidden by the surrounding woods, to which they retreat when attacked by an enemy. These towns exhibit much pleasing harmony and good nature, having altogether the order and features of one great family. Polygamy is universal, the number of wives being the measure of a man's wealth; yet, nothing like indiscriminate licentiousness is to be seen. The men perform no servile labor, but pass most of the year in careless indolence, except the months of February, March, and April, when the towns appear to be deserted by them, excepting one or two hoary-

headed patriarchs; all others being busied in cleaning and burning off their farms.

At this time the whole line of coast presents an interesting spectacle from the sea—volumes of smoke by day, and numerous blazing fires at night. The planting of rice and cassada is then left to the women, to whom all further labor is resigned until the crops are safely stored in their houses. The men then betake themselves to their usual pursuits and amusements. They often seek employment among the colonists, in order to get a supply of tobacco and cloth for themselves, and beads for the women. When they have anything to sell in the colony, the women, with their children strapped to their backs, carry the articles on their heads, while their lordly husbands walk on before, each bearing a knife or a gun.

The children, soon after their birth, are exposed naked to the rays of the sun, and the manner in which they are nursed is anything but gentle; but they are very healthy, and few die in infancy. The boys, eleven or twelve years old, completely throw off all maternal restraint, deeming it unmanly to be longer controlled by a woman. Nothing will make a native boy in the service of the colonists run away sooner than being struck by a female.

Their mechanical and agricultural implements are exceedingly simple—the latter being merely a hatchet for the men to cut down the bushes and trees; and a small hoe, three inches broad, for the woman to plant the rice with, which, when ripe, is cut down with a common knife. They cook rice admirably, and all their peculiar dishes are highly seasoned with pepper. They live principally on vegetables, but are fond of animal food—snakes, guanas, and monkeys being among their highest luxuries; and they are accused of not being averse to cats and dogs. Smoking and drinking palm wine (and rum, when it can be had) is the *summum bonum* of their existence. They rarely, however, drink to excess; but are fond of games of hazard, which they play with large beans. They do not gamble, however, to the extent of some tribes in the interior, who first stake one limb, and then another, until the whole body is forfeit, and the unsuccessful player becomes the slave of his antagonist.

By the labor of the missionaries a syllabic alphabet has been constructed for the Bassa language, which, although harsh, is metaphorical; the figures being drawn from natural objects. It is believed that there exists a similarity of construction, and no great disparity in the elementary sounds of the languages of the tribes extending from the Gallinas to Cape Palmas. Such alphabets, therefore, may prove extensively and eminently useful.

The coast from Bassa Cove to Sinon presents the same monotonous features as that to windward, only interrupted at New Cess river, and between Trade Town and Little Culloh river, where there are two elevations near the coast, of which "Highland Peak," the southernmost, is 240 feet high; directly back of it is the "Tobacco" mountain, 880 feet; the "Nipple," 218 feet high; and abreast of it, the "Pobamo rock," directly upon the coast.

The light winds and smooth sea which prevail, with the smoke on shore and the mist to seaward, would render sailing along the coast

exceedingly tedious, if the scene were not enlivened by numerous canoes which put off from the shore, six to eight miles distant, and, paddling alongside, in noisy competition seek to gratify curiosity, or dispose of fish, fruit, and fowls, for bread, pork, tobacco, and any kind of clothing. These canoes usually contain from two to four men each, squatted upon their hams, with their feet behind them, and nearly every one naked; the best attired having only a kerchief about the loins, and an old straw hat upon the head.

So much are these people at home in the water, that when a canoe upsets, the crew, with as much nonchalance as if it were in a shallow stream, right it, and taking hold of each end, sway it to and fro lengthwise, until the water is nearly all swashed out; two of them, alternately, rather roll than clamber in, and, seated at each end, jerk their legs to and fro rapidly along the bottom; and thus, with the flat of their feet, bail it perfectly dry.

One of this amphibious race came on board while we were sailing down the coast, and left his companion, a mere lad, in the canoe, which was made fast to the ship. We were moving so rapidly through the water that the tow-line parted with the strain, and the canoe, propelled only by one paddle, could not keep up with us. The man who had left her was on the poop, and, after regarding for a few moments the ineffectual efforts of his companion, he made a single ejaculation, walked to the gangway, descended the side, and letting himself into the water, swam to his canoe.

The people along the coast, protected, as they imagine, by their gree-grees, which they purchase from their priests, have no fear of sharks; and it is certain that this voracious fish gives preference to the flesh of a white man. Repeatedly a boat has been capsized containing but one white man among its crew; and yet that man has been singled out and destroyed, while the rest were not even molested. The escape of the native may be owing to the peculiar mode in which he swims—a mode which appears ungraceful to the beholder, but may prove the safeguard of the swimmer. I have noticed that this people swim overhanded, with their bodies parallel to the surface of the water, which they splash by the movement of their hands and feet; but my observation has been limited both as to time and space, and it may be that it is to the odor of the skin, or a difference in the taste of the blood, that the preference of the shark is to be attributed.

Between the St. John's and the Sinon river there are several streams coming down from the interior, but all are shallow and mostly difficult of access. First, the "New Cess," where was the last slave mart between Cape Mount and Cape Palmas. There are here masses of sienite upon the beach and a range of hills stretching inland. Next, the "Little Culloh," south of the highland peak, and accessible to boats in fair weather, and with a good landing just below it. Then follows the "Grand Culloh" river, with its entrance barred up at this season; and the "Tembo," which has a good landing on its southern beach; "Sestos" river, where a slave factory was long established; the "New" river, coming in by "Diabolito rock;" the "Broom" river, at the mouth of which is Bahyah rock, sixty feet above the sea; and the

“Sangwin” and the “Grand Bouton” rivers, the latter having a bluff 260 feet on its southern shore, and the “Yulee” shoal before it.

There are many rivulets besides these streams, all pouring down, even in this dry season, immense volumes of water, but none of them admitting vessels drawing more than six feet water, except the “Sangwin,” which at the flood has upwards of ten feet water upon its bar, within which it is spread out and is navigable but for a short distance.

From the Sangwin to Nifou is the Kroo country, inhabited by an interesting race. The extent of their territory inland is not accurately known, but supposed not to exceed twenty miles, as they have no towns, except upon the coast. The general aspect of the country is champagne, and it is densely wooded, but mostly free from marshes. Its chief vegetable productions are rice, cassada, yams, and plantains. The rice which it produces is valued by traders along the coast for its superior whiteness. The rivers which run through it are not large, and do not probably rise at any great distance from the coast, although the Krooman, whose ideas of distance are far from exact, represent them as extending a great way inland. They are full of banks and shoals, which obstruct navigation.

In the Kroo country there are but five towns: “Little Kroo,” the northernmost; “Settra Kroo,” the chief town; “Kroo Bah,” “Nanakroo,” and “Willstown.” A few small villages, inhabited by strangers or slaves, are said to be scattered over the intermediate space, and at a greater distance from the shore, for the purpose of cultivating the land. This small district is considered more populous than any along the coast. The inhabitants are employed by all the vessels trading between Cape Mesurado and Cape Palmas as factors, interpreters, and as auxiliaries to the crews, to save them from exposure in boats. The Kroomen who thus employ themselves are seldom less than fifteen or more than forty years of age. Those who remain at home are chiefly employed in agriculture and a few in fishing. They rear also a few cattle. The land seems to form a common stock, and not to descend by inheritance. Each man settles where he pleases, and the labor is performed chiefly by the women, assisted by domestic slaves.

The commerce of the Kroomen is carried on principally by barter, and the articles in greatest demand among them are leaf-tobacco, cotton cloth, handkerchiefs, fire-arms, knives, and bar-iron. The last they manufacture into implements of husbandry. For these articles they exchange palm-oil, a little ivory and rice, and occasionally supply ships with fire-wood, plantains, cassada, and sometimes with bullocks. They paddle in very small canoes to ships eight or ten miles from the shore, with not more of these articles than will procure for them a few leaves of tobacco—counting their toil and hazard as nothing. Their chief article of barter, however, is their labor to captains and traders on the coast. This is the source from whence they derive by far the greater portion of their imported commodities. They have long been the exclusive intermediate dealers between vessels trading on this part of the coast and the people of the interior; and while the slave trade flourished, it employed a great many hands. Since the abolition of that trade, they have sought other lines of service; and at Sierra Leone, 350 miles to the north, there were 800 of them employed in one year.

The form of their government is monarchical; but the "*old men*"—the aristocracy of the country—possess considerable influence, and the power of the monarch is small, except when supported by them. Each town has a chief, who is designated as king to strangers; but there is one chief who is considered superior, and rules over the whole. The power, however, of the superior chief is very great in his own district, and the office, it is probable, is hereditary. At the same time the children of the greater chiefs work as laborers in clearing the ground, while they are young men, in exactly the same manner as the lowest of the people; nor are they to be distinguished on ordinary occasions by their attire, or by superior respect being paid to them.

With respect to the principal monarch, his power is seldom exercised; and instead of being the source of all authority, the fountain of justice, the original proprietor and ultimate heir to all the land, he is in general no more than the last referee in important disputes, and the person in whose name business with other tribes or countries is transacted. A general war must be carried on in his name, but independent of the concurring voice of those headmen who possess the greatest share of talent and activity. His power is probably far less than that of some of his subordinate chiefs. This remark applies not only to the Kroomen, but to all the African tribes not of the Mohammedan faith.

A king usually names a vice-king, who, on the death of the former, succeeds him in sovereign authority. A mourning cry of several days' continuance takes place on the death of a king, during which time the succession is arranged. The body of a deceased king must be interred with the honors due to his rank before his successor can be recognised. The possession of the body is therefore the first thing aimed at by competitors for the throne.

Wars are not frequent among them; but the inhabitants of the different towns sometimes have very serious quarrels. When at war, all Kroomen who are made prisoners are released on the payment of a ransom. They neither kill nor sell them. Prisoners of other tribes are enslaved or put to death. The submission of Kroomen to their superiors is carried so far, that, if one of the foremen commit a theft, the rest will run any risk, and resist every temptation of reward, rather than reveal it; and if there be no other mode of saving their superior from disgrace and punishment, they will assume the crime, and suffer its penalty. Among themselves, theft is punished by whipping. The punishment of adultery is by fine. Murder *may* be punished with death, but it, also, may be atoned for by a pecuniary fine. Witchcraft is always punished capitally; but instances of it are rare.

Among Kroomen no offence is punishable with slavery, nor is any Krooman permitted to be sold on any account whatever; but, while the slave trade continued, they were notorious for kidnapping and selling the Bushmen, who came down to the coast for the purpose of trade.

Kroomen are seldom very tall; but they are well made, muscular, vigorous, and active. They wear no clothes, except a piece of cloth or a kerchief wrapped around their loins; but they are fond of obtaining hats and old woollen jackets, which they are allowed to wear in their own country in the rainy season. They are extremely sensible to cold during this season, but never appear to suffer from the heat.

They are generally gay and cheerful in their dispositions, and frequently talkative and noisy, often evincing much talent for mimicry. They seldom speak English well, and they understand it but imperfectly. They are very fond of adopting what man-of-war sailors call "pursers' names," such as "pipe of tobacco," "bottle of beer," "tin pot," "pea soup," "half dollar," "after breakfast," &c. They are very sensitive; and, if harsh and angry expressions are used towards them, become sulky and intractable. But they will bear even a sharp blow, if their negligence deserves it, provided it seems to be given more in jest than in earnest.

In their general conduct, they are more deliberate than impetuous; and, although not a brave race, they are less cowardly than the tribes immediately above and below them.

Among themselves they are exceedingly hospitable; and when absent from their country, those who are unemployed are supported by those who are receiving wages. In their expenditures they are rigid economists, a little tobacco being the only luxury which they allow themselves; in every other respect, they are content with the bare necessities of life. A small quantity of ship-biscuit was the only article of provisions taken by those who accompanied me in my boat expeditions. Although fond of rum, they never buy it, and never drink to excess when it is given to them; and their clothing on board of a man-of-war consists only of a flannel shirt and drawers, and a straw hat. On board of trading vessels they wear their shore attire, and the cost of their clothing is insignificant.

The residue of their gains is converted into such goods as are most valuable in their own country. In eighteen months or two years a sufficient stock has been collected, and the Krooman returns home with his wealth. A certain portion is given to the head man of the town; all his relations and friends partake of his bounty, if there be but a leaf of tobacco for each; and his mother, if living, has a handsome present. All this is done in order "to get him a good name;" what remains is delivered to his father "to buy him a wife." One so liberal does not long want a partner. The father obtains a wife for him; and, after a few months of ease and indulgence, he sets off afresh to different parts of the coast, from Sierra Leone to Fernando Po, to get more money. By this time he is proud of being acquainted with "white man's fashions," and takes with him some raw, inexperienced youngsters, whom he initiates into his profession, taking no small portion of the wages of the *elevis* for his trouble. In due time his coffers are replenished; he returns home, confirms his former character for liberality, and gives the residue of his wealth to his father "to get him another wife." In this way he proceeds for ten or twelve years, or more, increasing the number of his wives, and establishing a great character among his countrymen; but scarcely a particle of his earnings, except in the article of wives, is at any time applied to his own use.

A Krooman sometimes presents his favorite wife with one of his front teeth, which he has extracted for the purpose; and he mourns for a departed friend by shaving all the hair from the back or one side of his head.

The name "Krooman" is said to be a corruption of the term "crew-men," because of their general employment among vessels visiting the African coast. Among this people polygamy exists universally, and slavery to some extent; although slaves are bought only from other tribes, and are never sold to foreigners, or to any person out of their own tribe. Their houses are built of a square form, of sticks, covered with bamboo plaited, and the roof of leaf-thatch; and the floor is of plaited bamboo, raised eighteen inches on cross-pieces; and the door and loft above are not sufficiently high to permit an adult to enter without stooping, or to stand erect. There are, generally, three rooms in each house, separated by partitions of plaited bamboo. The fire-place is made principally of hard clay, near one corner of the house, where is the only window, which serves both to admit light and open a passage for the smoke. The smoke penetrates the interstices of the loft above and preserves the rice, which would otherwise be destroyed by insects.

Their furniture consists, mostly, of a few cooking utensils; the floor answers for bed, table, and chairs; and their pillow is a round stick of wood. Their dress is a piece of cloth wrapped about the loins. Their devotions are, superstitiously gazing on the moon, and a feast on the first day of the moon, among the head men, and devotional walks in a thicket called the "devil's bush;" and they depend on amulets or gree-grees for protection and defence. The latter are purchased from the gree-gree doctors, for different sums of money, according to the purposes for which they are designed. These amulets are sheep's horns, or small pockets, filled with herbs and palm-oil and dirt, made by the conjurer or doctor. These doctors are a distinct class of men, who come into the profession hereditarily—the heads of the families teaching their children the craft. The children destined to this profession enter early upon their studies under some doctor—sometimes as early as seven or eight years of age—and are distinguished by a peculiar straw dress.

These doctors profess a knowledge of herbs and roots, and to have the means of curing diseases, and are called to relieve the sick and afflicted; but their greatest reputation is derived from their imagined supernatural knowledge. The Kroo people consider death and sickness as caused by witchcraft, and they employ and rely upon the doctors to point out the person who has, by witchcraft, caused these evils. The person who is designated as guilty of the crime of witchcraft is arrested by the soldier king, and condemned to the ordeal of sassy-wood. The bark of the sassy-wood is powerfully narcotic, and a strong decoction of this the person condemned is forced to drink; and after he has drunk it he walks to and fro, exclaiming, "Am I a witch?" "Am I a witch?" while one of the executioners walks behind him replying, "You are a witch," "You are a witch," and thus continues until he either throws off the poison from his stomach, when he is pronounced innocent, or it operates as a cathartic, when he is declared guilty, and compelled to take more of the decoction, and is subjected to other cruelties which cause his speedy death. When pronounced innocent, there is great joy and triumph among the friends of the accused, who march through the town dancing, singing, and firing guns, and the conjurer resigns his

fee to those who employed him. These shocking scenes of the ordeal by sassy-wood were of almost daily occurrence in former times, but have been much less frequent since the establishment of missions among them. Sometimes this sassy-wood ordeal is used to decide questions between individuals; and they voluntarily drink it to prove and settle some disputed points. It is one of the most prevalent and cruel of African superstitions, and is practised among nearly all, if not all, the tribes of Africa.

The laws of the Kroo people form a body of customs, handed down by tradition from past generations, interpreted and enforced by the general council, who also enact occasional special laws, which are generally suggested or dictated by the doctor or conjurer. The laws are imperfect, inconsistent, and unfair. If one man loses anything and accuses another of having stolen it, the accused is required to drink sassy-wood water to prove his innocence. The ordeal of sassy-wood is, therefore, a penalty for almost all crimes, and exerts a powerful restraining influence on the community. When the sassy-wood so affects the accused as to condemn him, his friends may buy him off from death for different sums of money, according to the wealth of the family accused; but few are thus saved, in consequence of the poverty of the friends of the accused, and because, if once rescued, he is liable to be re-accused for any trifling offence. The ordeal of sassy-wood is frequently made to decide points of honor, precisely like the custom of duelling in the United States.

The leading motives of the Kroo people are sensuality and vanity. The men employed by vessels on the coast, and by traders as factors on shore, are industrious; but on the plantations, and in their towns, the men are idle, and the women perform most of the labor. The men build the houses and clear the plantations; but the women plant, watch, cultivate, and gather and beat the rice, and cut and bring the wood, and perform all the labor about the house; and especially those who are old and incapable of other labor, are constantly and industriously engaged in making salt, by boiling down sea-water. Salt is a principal article of trade with the interior tribes.

The women seldom eat with the men, except a man's head or favorite wife, who superintends the cooking, and first tastes the food before he partakes of it.

The system of polygamy gives rise to jealousies and many quarrels among the women. All lawful wives are purchased when children, and, on attaining a suitable age, are taken to their husbands. Besides these there is a class of women who go and live with any man they choose, and leave him for any other at pleasure. When one or more of these leave a man and run to another, the one to whom they resort fires guns, and his lawful wives rejoice with him; because they regard it as adding importance to their husband, and it relieves them from a portion of their labor. There appears to be a strong affection between parents and children, and brothers and sisters; but polygamy doubtless lessens the affection between husbands and wives.

Kroomen are passionate, but cowardly; fond of war and hunting, but have little skill in either. When specially intrusted with property they may be expected to be faithful; but if they can slyly steal, they

are apt to do it; and in case one of their number informs against the thief, it is the law that the informer shall pay for the stolen property.

With respect to intellectual improvement, the condition of the Kroomen may be considered as stationary. It is universally admitted, that if a Krooman were to learn to read and write he would be put to death immediately. Distinction, respect, power among his own countrymen, as soon as age permits it, are the high objects of each one's ambition. He is trained up in the habit of looking forward to these as to all that is honorable or desirable. His life is spent in seeking them by the only means which the customs of his country allow; and when possessed of them, every exertion is used to train others in the same ways, in order that he may keep and enjoy what he has acquired with so much labor. All this is supported by superstition; and under the cloak of superstition are cruelty and injustice. Who shall break through these shackles? Premiums have been proposed to Kroomen if they would settle at Sierra Leone, or emigrate to the West Indies; but take away from them their desire of respect and distinction in their own country, and they are deprived of every motive for that industry and self-denial which procures for them, at present, a preference over other nations.

The indifference of Kroomen to the arts and comforts of the whites would make one regard them as a very dull race of men. A Krooman and a Mandingo were shown an English clock. It was a new thing to both of them. The Krooman eyed it attentively for about a minute, but with an unmoved countenance, and then walked away to look at something else, without saying a word. The Mandingo could not sufficiently admire the equal and constant motion of the pendulum; his attention was repeatedly drawn to it; he made all possible inquiries as to the cause of its motion; he renewed the subject next morning, and could hardly be persuaded that the pendulum had continued to "walk," as he called it, all night. In general the case is nearly the same. Kroomen have little or no curiosity about things which are of no use in their own country; they are careless about our comforts and luxuries; none of them have been rendered necessary by habit, and they would often be inconsistent with the principal objects of their pursuits. But they are sufficiently acute and observant when occasion calls their minds into action.

They have not the use of letters, and will not permit their children to learn; they talk miserably bad English; and, living by daily labor, which is paid for in goods, they have no occasion for manufactures of their own. They have, therefore, but few opportunities of displaying peculiar talent. They make their own canoes, several of their implements of agriculture, &c., and some trifling musical instruments; and they sometimes plead in their own defence with much art. The evidence against one examined on a charge of theft was so strong, that few men would have had the boldness to deny it. The culprit, however, began a long speech with expressing his sorrow that the judge was not born a Krooman, and proceeded to enlarge on the superior ability he would, in that case, have possessed to distinguish between truth and falsehood in all cases wherein Kroomen were concerned, not forgetting the security against deception which he might possibly have obtained by means of those fetishes of which white men know not the

value nor the use. Had the judge possessed but these advantages, he would have known, he argued, how much more safely he might rely on *his* veracity than on all the evidence produced against him, although it was backed by the unfortunate circumstance of the stolen goods being found in his possession.

A Krooman will never sell a Krooman, or allow him to be sold by others, if he can prevent it. Partly from their general usefulness on the coast, partly from the probability that the sale of a Krooman would be severely revenged, they have gone about everywhere in slave-ships and to slave factories, and were active agents in the slave trade, without any more apprehension of being sold themselves than if they were white men. At home their numbers make them formidable to their neighbors, and they seldom seem to be engaged in war but when great divisions exist among themselves; few, therefore, are ever sold.

Nearly all the vowels of their language are pronounced very short; the consonant indistinct, with occasionally a strong nasal sound, particularly in the numbers two and three; an apostrophe after a word marking that short breaking off of a sound (without dwelling on the last letter or connecting it smoothly with the first letter of the next word) which is common in many languages on the coast.

The country from Cape Mount to Cape Palmas is an inhabited strip along the seacoast, with a wooded desert behind it, which separates it from the more populous interior, and the coast tribes are ingenious and persevering in their endeavors to obstruct the intercourse of strangers with those residing inland.

As much by drifting as by sailing we reached Sinon, where a Liberian schooner and a square-rigged vessel were at anchor; and one of the latter was in sight, bearing down from the north. The anchorage is an exposed one for large vessels, but smaller ones find a partial shelter from the southwest wind, and its accompanying heavy sea, behind Bloobana Point. The Sinon, a small but placid river, was selected about eighteen years ago by colonists from Mississippi and Louisiana, with a few from South Carolina, who, after acclimating at Monrovia, founded the town of Greenville on the right bank, just above the river's mouth.

From the sea this settlement presents an attractive appearance. Directly abreast of it the shore curves inwards, and then stretches to the north, a long line of yellow beach, fringed with a deep forest. To the south are two shallow bays, separated from each other by projecting crags of ferruginous rock, the curved beach of sand bordered like that of the northern shore. At the northwest extremity of the northernmost bay is the promontory of Bloobana, a broad, high rock, its surface bare and smooth to the summit, which is covered with luxuriant foliage. At the inland base of the promontory are the brown, conical huts of the Bloobana tribe. Outwards, in a line with the promontory, and at half a cable's length distance from it, is a ledge of detached rocks, washed smooth by the surf, which at low water are covered with sea-gulls; and between the two is the bar.

Immediately after crossing the latter, the river, which is about sixty yards wide, opens short to the right, round the bluff promontory, and in fifty yards turns sharp to the left by a low, sandy point, immediately

opposite to which, near the southern shore, are two smooth, rocky islets—the nearest one bare, the farthest capped with vegetation—presenting a fine contrast between the iron-tinted rock and the rich green upon its summit. Ascending the river there is a low, sandy peninsula on the left, which becomes wider and more elevated until reaching the settlement half a mile distant.

The opposite bank is high, with several abrupt patches of ferruginous rock. Greenville faces the sea, and the river flows behind it. It is regularly laid out, and Mississippi avenue, with a row of dwellings on one side and open to the sea on the other, is a delightful promenade. The houses I considered by far the neatest I had seen—two of them were quite handsome two-story ones; and the gardens were in better condition than those of Monrovia. There are about sixty houses and between three and four hundred inhabitants in the settlement. The churches are the least reputable features of the place; but, although unprepossessing in their exterior, their congregations were creditable in costume and deportment. My visit was at the time of the annual meeting of the Baptist association, and the members of that persuasion thronging into the settlement gave it quite a lively appearance.

There are a number of mechanics in Greenville, particularly carpenters, and in the outskirts of the town I saw a steam saw-mill, to which lumber was rafted from the river by an artificial canal. The Bloobana district, opposite to the settlement, is very properly described by the Rev. Mr. Gurley as high, rich, and inviting, and he judiciously points out the summit of the promontory as an eligible site for a light-house.

Above Greenville were founded the settlements of Rossville and Readville; but the country around them, although slightly rolling, is subject to inundation. The soil is composed of stiff clay overlaid with vegetable-mould, excepting the river bottoms, which are made up from the deposits of annual inundations. Rice is the principal growth relied upon as an article of food; but, like the settlements on the Junk and the St. John's, the colonists do not cultivate sufficient for their own consumption. A great quantity is, however, raised by the natives; and such is the productiveness of the soil, that slave vessels, when that baleful traffic was at its height, resorted to the Sinon to purchase their stores of rice. The principal article of export at present is palm-oil; but much attention is now being paid to the culture of the coffee-plant, which, in beauty and fragrance of foliage and flower, equals the orange tree, and far surpasses it in the utility of its fruit. Its deep-green leaves and snow-white blossoms would remind one of the orange, if its delicious perfume, borne on the wind, had not anticipated the comparison.

The river, although deep within the bar, is navigable only seventeen miles to the falls, beyond which it runs shallow and obstructed, through the same belt of wilderness which lies behind the colony inland throughout its entire length, and constitutes the great barrier to the more speedy improvement of settlements along the coast, and the civilization and conversion of the natives in the interior. The forest is dense beyond conception. The crowded branches of the trees, twisted and interlaced, each bearing its full crop of foliage, form one wide

canopy, which the sun looks upon but cannot penetrate; while beneath, shrubs and climbing plants weave themselves into tangled and impenetrable thickets. The timber of many varieties is harder and heavier than any in the United States, the live oak excepted, and much of it, even when seasoned, will not float in water. There are also others, corresponding to our pine in lightness; and whether for houses, ships, or furniture, the mechanic need never be at a loss for a selection. The caoutchouc or India-rubber tree grows also large and abundant here; its stems, branches, and leaves emitting copiously the viscous fluid which is elsewhere so profitable an article of commerce.

The domesticated cattle are small in size, but there is a large wild breed, having short horns, with hides nearly destitute of hair. There are many deer in the forest, and leopards are occasionally seen. In consequence of the dense undergrowth near the coast, the range of the elephant is quite far in the interior. A good deal of ivory is from time to time brought down; and from the inequality of many of the tusks, it may be inferred that more elephants die of disease than are killed by the natives. Lizards and chameleons are common; but it is averred that serpents are rarely, and venomous ones *very* rarely, seen. But three kinds are, I believe, known to the colonists; and although the natives are unquestionably acquainted with others their accounts, are confused and unintelligible.

This section of country is thinly inhabited by a mild and inoffensive race, who are fond of agriculture, and represented as the most industrious of any on the coast, but as very filthy and disgusting in their habits. They form one of the divisions of the Great Bassa tribe. Through the head man of the principal village on the Sinon I met three natives, who represented themselves as coming from a country ten days' journey inland. A day's journey in Africa is about twenty-five miles; but as the natives never clear obstructions from their path, making always a detour to pass them, and even where there are no obstacles preferring a zigzag road to a direct one, their country cannot be more than 150 miles from Greenville; but whether directly inland, or diagonal with the coast, I could not ascertain. From the density of the forest through which they travelled, they took no notice of the bearing of the sun at various times of the day, and could give no other clue than that they came from the highlands to the sea.

From their account, I inferred that their country is not a mountainous one. They represented the climate as but little colder than that of the coast; and their representation was confirmed by the scantiness of their attire, being a single cloth about the loins, worn pendant instead of being passed in and out between the legs. Their country abounds, they said, with goats, sheep, and cattle, and the two first would have supplied them with skins for garments if the climate were a cold one. On the other hand, they stated that they possessed a breed of dogs with long hair, whereas the few to be seen along the coast are almost devoid of any hair whatever. They have neither crocodiles nor horses, and little camwood or ivory, but a great deal of palm-oil. The nut-bearing palm-tree is known to be confined to the seaboard, and the crocodile delights in the muddy deposits of wide-spread estuaries; but the camwood does not grow, and the elephant is never found

on soil which, subject to inundation, cannot sustain his enormous weight. I can only reconcile these conflicting accounts by the conclusion that these men came from a country just beyond the belt of forest between the coast and the interior, and not more than 70 or 80 miles in a direct line from the sea. They were unquestionably Bushmen, and, excepting some Arabs of the desert, the wildest and shyest beings I have ever seen. They were under the medium stature, but exceedingly broad-chested and muscular. Their bodies were long, their legs unnaturally short, and their whole appearance indicated great strength combined with extraordinary activity.

From a single interview, although a prolonged one, it would be unwise to form a decided opinion; but, the impression left on my mind was, that with equal native shrewdness, they evinced less duplicity than characterizes the tribes along the coast. From Tolon, themselves, they named the following tribes as inhabiting the intermediate country, commencing with the seacoast: "Twah," "Nenvoo," "Ghepoh," "Tygepoh," "Drapoh," "Nafou," "Sapoh," "Cabadeh," "Tatroo." Notwithstanding their uncouth and savage appearance, these men, after their first shyness wore off, exhibited much social feeling, and a marked love of humor.

The Sinon is navigable to as great a distance as the St. Paul's, but its banks are less thickly settled, and there is less water on its bar; but the soil is fertile, and the heaviest vessels built for the coasting trade can enter the river with facility. The first settlers were unquestionably energetic and industrious; and from the aspect of Greenville, I should judge that there has been no great relaxation. There is throughout the place a pleasing aspect of prosperity, and I consider it the prettiest settlement I have seen in Africa.

The rivers "Dehvoeh," "Coroo," and "Teeroroah," are the principal streams flowing into the Atlantic between the Sinon and the Garraway, the southern line of the republic. The coast preserves its low, monotonous character, only throwing up a sufficient number of detached elevations to prevent its being classified as one unbroken level. The first of these interruptions is a solitary hill abreast of Kroo rock, about ten miles below Sinon. Twelve miles further, south of the Coroo, are three elevations, one of them 260 feet in height. Twenty miles beyond is a hill just within Sesters Point, 210 feet high; and in a line with it, a short distance inland, is a range commencing at Flat Hill, and becoming mountainous as it stretches into the interior; and in a northeast direction from it, the Sugar Loaf shows isolated 730 feet in height. At New Sesters was the last slave factory between Cape Mount and Cape Palmas. South of Grand Sesters is Table Hill, 190 feet high near the shore, with the Paps, two rounded summits, a few miles inland; and from thence to the Garraway, the southern boundary of the republic, are five or six hillocks, mostly contiguous to the shore.

The imports of the Republic of Liberia, on which duties were paid for the year ending September 30, 1851, amounted to \$166,000. The exports, of which no account is kept, may be safely estimated at a much larger sum, as along the entire coast commerce increases rapidly.

From the Garraway to Cape Palmas is the Atlantic coast of territory settled by the Maryland Colonization Society. At the latter point the

coast line tends abruptly to the east, along the Gulf of Guinea, as far as Cape Lahore. Between the Garraway and the first named Cape, besides the hill of Kabla, 290 feet high, near the shore, there are but three elevations visible from the sea, of which Flat Mountain is 1,090 feet in height; all else is level forest.

Cape Palmas is a bold promontory, in a marked geographical position, where the Atlantic suddenly swerves to the left and forms the Gulf of Guinea. From the current which sweeps into the gulf along the coast, all vessels bound in that direction avail themselves of it and pass within sight of the Cape, which must eventually attain great commercial importance. The extremity of the Cape is crowned with a lighthouse, and is separated from the main land by the Hoffman river, which has from three to seven feet water upon its bar, and is navigable but a short distance from its mouth. The fine headland, the scattering houses upon its summit, the rocky islet on one side, and on the other, across the river, the wide extent of country, part forest and part prairie, present, from the anchorage, a beautiful appearance. The rocky islet, formerly used by the natives as a receptacle for their dead, is now called Russworm's island, in honor of the first colored governor of the colony. It is small and irregular in its outlines, the chafing of the sea having worn deep fissures in its sides. Between it and the peninsula is a narrow channel, practicable only for boats. Back of the Cape are seen houses of colonists, and the conical peaks of native huts, which, from the sea, appear to be confusedly intermingled. In the distance, shooting up from the plain, or overtopping the woodland, are many detached hills, one of them to the north (Mount Vaughan) rendered conspicuous by the buildings of an Episcopal mission.

On visiting the shore we pulled by a snug cove, with rocky extremities, but a smooth sandy beach between, just within the pitch of the Cape, and, crossing the bar without difficulty, landed at a small stone wharf just within the river's mouth. Immediately at the head of the wharf is a large stone warehouse, from whence a good winding road leads to the summit. On this broad elevated platform are the colonial settlements of Harper and Latrobe, with two native villages between them. The village of Harper consists of one wide street, with the government house, the custom-house, a number of private dwellings, and at its northern extremity the light-house, besides a large stone building under construction, intended as an orphan asylum.

From this settlement a broad McAdamized road leads by the native villages, through Latrobe, to Mount Tubman, three miles distant. Latrobe consists of a number of small farms, with the dwellings neatly enclosed, stretching some distance on both sides of the road. The first native village, within which is the royal residence of the king, contains about 200 thatched huts and 1,000 inhabitants: the second one, about half a mile from it, below the hill and nearer to the river, has about 300 inhabitants. The Grebo tribe, to which they belong, owns the territory from Fishtown to the Cavally river, but are almost wholly confined to the seacoast, their territory being about thirty miles in length, by six to eight inland.

Turning aside from the road, by far the best I have seen in Liberia, I entered one of the largest huts of the principal village. The walls

were plastered inside and out, and the thatched roof projected all round; two feet beyond them. There were three low doors, one in front and one on each side. Suspended to the wall, opposite to the front entrance, were from forty to fifty white wash-hand-basins, and before them, on the mud floor, were eight or ten large stone jars. According to the quantity of crockery thus exhibited, is the estimated wealth of the proprietor. A fire was burning on the floor between the two side-doors, and two piles of cut wood were suspended from the rafters, as a reserve store for wet weather. Over the fire was a frame for rice in the ear, and many bunches, hung to the rafters, were designed for seed. In one part small beams were thrown across which supported a rude flooring, with a ladder to ascend to it, made to trice up and held by a hook. There were two men, one woman, and a child, in the hut, which was far more spacious within than one would suppose from its external appearance.

The natives seemed less sprightly and intelligent, and certainly, as far as costume can indicate it, are less civilized than any I have seen in immediate contact with the colonists. But there is said to be a slight improvement. Formerly, a narrow piece of cloth in front constituted the whole attire; now, a corresponding piece is worn behind, but the appearance is disgusting. Yet even here fashion has its votaries, and none but the aristocracy can aspire to the color of the season.

I likewise visited the Fetish House, which in its exterior presented no perceptible difference from the others. The idol, made of wood, was about fifteen inches high, a misshapen figure between that of a monkey and a man, with a small, dirty feather drooping from its head. It was fenced in on three sides, and in the enclosure were some tin pots and trumpery, all covered with dust. There was a fire in the corner of the hut, and a woman, with a child in her arms, seated beside it. These people regard their Fetish as an evil spirit, whom in evil times they seek to propitiate. They have no regular time for worship. Some years back the last human sacrifice was offered. A man of this village, believing it necessary to sprinkle human blood upon his Fetish, in order to avert some threatened calamity, employed another to kill a boy for him. But the employer was obliged to fly, and will be severely punished by the tribe should he return.

There are eleven new houses being built by the colonists, besides the Orphan Asylum and the Methodist church, and there was a great demand for building materials. In other respects there were few indications of prosperity, and not many signs of trade perceptible to the eye of the observer; yet the value of the imports last year was nearly \$100,000, and of the exports upwards of \$80,000. The trade of the colony with the interior is very injuriously affected by trading vessels, which, being driven from the coast of the republic by a rigid enforcement of its revenue laws, carry on their traffic along the shores of this colony almost within sight of Cape Palmas.

On the road from Harper to Latrobe I met two ox-carts, drawn by two small oxen each—one of them belonging to the society, the other the property of an individual. I likewise saw a native mother feeding her child in a peculiar manner. The little thing was laid between her knees, face upward, and its feet towards her. With one hand the

mother held it down, and with the other filled its mouth from time to time with soft boiled rice, which was smoking-hot. When the mouth was crammed full, she pinched the infant's nose until the rice was swallowed. They think that a child never gets sufficient nourishment from the breast, and that to thrive it cannot be stuffed too freely.

There is here a public farm of sixteen acres, of which ten were in cultivation when I saw it, and the remainder was used as pasturage. There were some coffee-trees, and the cassada, sweet potatoes, plantains, and Indian corn, were in cultivation. The coffee-trees did not seem to flourish, and altogether the farm presented a less thrifty appearance than it doubtless would have done had it been individual property. It is ever the case, that management by deputy will never compete with the superintending vigilance of the owner. I mean to cast no reflection on Dr. McGill, the colonial governor, whose time is engrossed by more pressing and important cares.

In the two colonial settlements there are 122 voters and about 800 inhabitants. I was there on an election day, and the place was quite lively. The people were in their best attire. The men gathered in groups near the building where the poll was held, while the women stood about in the shade, principally near the stands, where some of their sex displayed, on long tables, cakes, fruit, etc., for sale.

A short time ago it was unanimously decided to declare the independence of the colony, and this day the voters were assembled to elect commissioners, to proceed to the United States and confer with the Maryland Colonization Society on the subject. At the same time, delegates were to be elected to a convention for forming a State constitution. This act, seemingly premature, is, I believe, the offspring of necessity. I am inclined to think so from what I see around me, and am convinced of it by the concurrence of the Society at home, which in most respects has heretofore so wisely directed the affairs of the colony. The election was conducted in a quiet and orderly manner, and I am satisfied that in its climate, soil, geographical position, and the general character of its settlers, this colony possesses the elements of undeveloped prosperity. The settlement has heretofore been retarded in its growth by the number of emigrants sent out, who were either infirm in health, feeble from age, or indolent in their habits and of listless characters—too many recently emancipated from slavery, with no idea of freedom beyond exemption from labor. A better time is approaching; and when the colony becomes an independent State, it will compete with its sister republic to the north, in the advantages it presents to the enterprising settler.

In and around Cape Palmas, for four or five miles from the shore, the soil is a sandy prairie, but soon presents clay, covered with vegetable mould; and in the valleys between the clumps of hills, which are seen in every direction, is a rich alluvial soil, capable of supporting an immense population. Among these valleys are found most of the native villages.

Just below the principal village is the grave of King Freeman, who was in life a warm friend of the colony. In a rude enclosure, just large enough to contain them, are two huts, and in one of them is the royal grave, unmarked by mound or tombstone. The broad-brimmed

straw hat of the deceased alone indicates the spot. Without the door of the hut are some old clothes torn into shreds, and many fragments of pottery. The former are torn, and the latter broken, because the natives believe that the spirit of the departed can unite them at will, while in their dismembered condition they present no temptation to the living. ~~The opening to the enclosure is never secured;~~ it is directly beside the thoroughfare between the two villages, but seems neither to attract nor repel the people continually passing to and fro. Except the stranger, monkeys from the adjoining wood seem to be its only visitants; and the latter visit it unmolested, for although this people are fond of them as food, and will destroy them elsewhere, they hold them sacred in a grave-yard.

King Freeman did not, as is usual, name a successor. Great funeral honors were paid to his remains by the colonists, which so gratified the tribe that it was conceded that no one should be made to drink red water, except about half a dozen who were accused of "making witch for the king," and the privilege was granted to the colony of naming his successor. The one selected was Peroh-Nah (Yellow Will,) a stout mulatto, with a frank, intelligent countenance.

The ordeal of sassy-wood may now be considered obsolete with that portion of the tribe in the immediate vicinity of the settlements; and in some of the villages of the tribe labor is forbidden on the Sabbath; but from what I could learn, compensation is expected for the lost day.

The Grebo language is different from that of the Bassa's, although they have some affinity to each other. It has been reduced to a systematic form by the Rev. Mr. Wilson, and is used in the schools and religious exercises of the mission. The Grebo tribe is estimated at about twenty thousand, and they are represented as docile and industrious, but much addicted to thieving. The above named reverend gentleman, who resided for some years among them, states that although each tribe has its king, there is not a feature of royalty in the government: so different is it from the arbitrary despotism which prevails in certain parts of Africa, that it may be regarded as the purest specimen of republicanism to be found in the world. The people govern, and they govern *en masse*. All proceedings, whether legislative, judicial, or executive, are conducted by the people in a body, and the majority enact, abolish, suspend, and execute all laws whatever. No office is hereditary, and there is nothing like caste. Kings, chiefs, men, women, and children, eat, drink, sleep, and mingle together in the common affairs of life with as little restraint as the herds of cattle which graze in their meadows. Kings think it no detraction from their dignity to perform the most irksome drudgery, and to labor side by side with their poorest subjects, provided there be no one to witness it who would probably deride them for it. In some respects the government is patriarchal. Each family in the male line keeps itself entirely distinct from the others; and there is always one representative head, who is the guardian of the property and the protector of the rights of the family. When a family becomes too large to transact business without inconvenience, it is divided, and subordinate heads are appointed. These subordinate heads manage all their affairs separately, except in

matters of great moment. The head man of each family receives and holds all the money and other property of its different members. He is accountable, however, for the disbursements of the common stock. He is required to purchase wives for the young men, and is responsible to the people at large for the payment of all fines which may be imposed upon the members of his family. However successful any one individual may be in amassing property, he cheerfully deposits almost the whole of it in the house of the head man of his family, and seems amply repaid for his toil in having the satisfaction to know that he has contributed largely to the common stock.

The old men who stand at the head of their respective families are much revered; and when they unite on a particular measure, their influence is very considerable, and their decisions seldom reversed. But there does not seem to be anything like political organization among them.

There are four prominent offices among them: the Bodio, the Tihbawah, the Worabank, and the Ibadio. The two first are sacred offices. The Bodio is the protector of the people and the town. His house is of a different shape and much larger than the others; it is something of a sanctuary, and is a place of refuge for all culprits who fly to it. If a criminal can enter the house and place his hands upon the great greegree, no one but the Bodio can remove him. In front of the Bodio's house important oaths are administered, and perjury under such circumstances is guilt of the deepest dye. If the Bodio puts his hand upon a person condemned to drink sassy-wood water, the latter goes free. He wears a plain iron ring round his ankle, as the badge of his office, and if that should by any means be removed or lost, he would lose his office and be subject to a heavy fine. He is subjected to a great many singular restrictions. He must never sleep out of his own town; the rain must never touch his head; and he is never allowed to sit down, except upon a monkey skin, which he always carries in his hand. He is restricted from certain kinds of food, and on burial days he is not allowed to partake of any food whatever until the sun has gone down; and he can wear only one kind of cloth.

If a stranger has a complaint against any individual in the town, he prefers it before the Bodio, who calls a town council and presides at it, but has no power to decide any case without the concurrence of the people. The wife of the Bodio is a person of still greater sanctity; any lewd intercourse with her is always most severely punished. On no consideration whatever would she be allowed to be absent from home one night. If the town burns down, and months elapse before it is rebuilt, she must sleep on the spot, whatever be the state of the weather.

The Tihbawah is the judicial head of the soldiery. He is subjected to nearly the same restraints as the Bodio.

The Worabank is commander-in-chief in time of war. The interpretation of his name is Tower Tail, and its origin is a little singular, but in strict accordance with the notions of Africans. Here, as everywhere else in the world, the post of most danger is the post of greatest honor. Hence the rearmost rank in retreat, which is very common in their warfare, is the place of greatest danger, and he who has bravery

enough to occupy it, becomes the commander-in-chief. His authority is never exercised until war is declared, and then he has more power than any other individual in the community. He is subject to none of the restrictions of the Bodio and the Tihbawah, but eats, drinks, and wears what he pleases.

The Ibadio is associated with the Tihbawah, and is something of a civil magistrate among the soldiery in time of peace. But the most powerful and efficient organization is the soldiery. They constitute the bone and sinew of the body politic. It embraces the chief part of young and middle aged men. They fight the wars of the people, and they repay themselves abundantly for their toil and exposure by their high-handed and exorbitant exactions both in peace and war. It is an elective body. No one can be admitted into its ranks without paying an initiation fee, which is usually a bullock. They receive a great many presents to avert rapacity, and they help themselves to much that is not given to them. They never deprive a man of his property, however, without alleging some crime against him. The charge of witchcraft is one they can always bring forward with some plausibility, and the result of the prosecution, if nothing worse, always turns a bullock into their hands. But the people understand their interests, and save their property, and perhaps their lives, by voluntary offerings.

There is no other restraint but interest on this powerful body. As it is constituted by representation from each family, and as all fines imposed upon an individual must be paid out of the family stock, they naturally restrain each other, and prevent much lawless aggression. They do not often oppose the influence of the old men, and rarely, if ever, reverse their decisions; but the old men are careful not to infringe upon the prerogatives of the soldiery. The latter enforce all decisions that are passed by the people in a collective capacity. If any one refuses to pay a fine that is imposed, it is only necessary to report the case to the soldiery, who are always glad of an opportunity to interfere, for, besides collecting the fine, they always abundantly indemnify themselves for their trouble. In time of war they may seize and kill any cattle they please, and the owner does not dare demur. If he charge one of them with stealing, they employ the following test: The accused is taken to the water-side, and an open basket is provided. The accuser is told that if the basket holds water the soldier is guilty, but should it run out the charge is pronounced a false accusation, and he who has preferred it is fined three-fold for his audacity. The mode of trial is well understood, and few expose themselves to the snare.

There are no other magistrates in this tribe, and all cases of dispute are submitted to the people for adjudication. They have no written laws, and all their decisions are made *viva voce*. They never inflict capital punishment; and although the husband often castigates his wives, sometimes severely, the children are indulged to the utmost, and are never whipped. Banishment is the highest penalty ever enforced. Almost every trespass is punished by fine, which is regulated not so much by the nature of the offence as by the ability of the delinquent to pay. For stealing, the thief is required to restore two, three, and sometimes four-fold.

The charge of witchcraft is the most disgraceful that can be alleged. They have several trials by ordeal. One of them is to dip the hand into boiling oil. If it can be submerged in the oil and taken out uninjured, the accused is declared guiltless; if not, he is condemned. Another, more serious, and more universal along the entire coast, is the trial by sassy-wood water, which is regarded as an infallible mode of detecting witchcraft. The bark of the tree is procured, and from it a strong decoction is prepared, which the accused is enjoined to drink. If he disgorge it, he is pronounced innocent; if not, his death is inevitable. This trial by sassy-wood is *always voluntary* on the part of the accused; he is not compelled to drink it, but death is preferable to the suspicion of witchcraft, and many who perish drink it in the confident belief that it will not injure them.

The will of the people is the law of the land, and no man can prosper who does not conciliate public opinion. If any one be more successful than the rest of his tribe in accumulating property, he becomes the subject of jealousy, and some charge is sure to be preferred against him. This would seem to be a great drawback to industry; but it is not so with Africans. They scarce know what discouragement is. If the whole property of an individual be swept away by fire, or the violence of a mob, in good glee he immediately sets to work to repair his loss. Enterprising men have seen the whole of their property destroyed three or four times in their lives without manifesting despondency, or relaxing their efforts to retrieve their fortune.

The families of the tribe are so much interwoven, and their marriages one with the other are so frequent, that the interest of each community requires that it should deal equitably with others; and they have too many mutual drawbacks upon each other to allow any high-handed or unjust procedure. Litigated points between individuals are frequently referred to a third party.

The treaties of the tribe are held sacred, and they have several ways of ratifying them. The most common is the following: The parties concerned take each a mouthful of water from the same vessel and eject it in the presence of witnesses, at the same time calling upon God, the devil, and the town, to bear testimony. They have another, that is employed on extraordinary occasions, particularly when a league of amity is for the first time established. An incision is made upon the backs of the hands of persons belonging to the two parties, with the same knife. By this means their blood is mingled, and they become one people. Treaties thus ratified are as inviolable as any in the world, and may be relied upon with implicit confidence.

Much that I have said, especially respecting the tribes, apart from what I gathered myself, is derived, some of it *verbatim*, from Dr. McDowell and the Rev. Messrs. Connelly and Wilson.

Anxious to obtain information respecting the river Cavally from Bishop Payne, of the Episcopal church, who resided in its vicinity, I started, on the 16th February, at 7 a. m., in company with Commander Barron and Surgeon Sinclair, on a visit to Half Cavally, the seat of the mission. Landing at Harper, we walked to Latrobe, and from thence embarked on Shepherd's lake, which lies lengthwise parallel to the sea, from which it is separated by a high and narrow strip of sand. In

an hour and a half we arrived at the head of the lake, after passing Half Grahway and Grahway, two populous villages of the Grebo tribe, situated on the narrow strip between the lake and the sea. These villages are fenced in by palisades, eight to ten feet high, with an opening at each extremity, barely wide enough for one person to enter at a time, and so low as to require him to stoop in passing. Thence, walking a quarter of a mile, we came to another very large village, and a few hundred yards further to a smaller one, inhabited by the same tribe. There were many women and children about, looking contented and healthy; but there were very few men visible, they being absent preparing the fields for planting rice the approaching rainy season. The few males who fell under my observation were better clothed than the females; and this remark is applicable to all the tribes I have seen. The men seem here to have invaded the privileges of the other sex in two particulars—by evincing a greater love of dress, and by monopolizing the use of needle and thread. The husband mends the household garments, while the wife splits wood for the fire. There is but a single variation in the costume of the female—the occasional change of color in the only article they wear, which bears the same proportion to a civilized garment that a waist-band does to a pair of unmentionables.

After passing this second village—one mounted on a jenny, and the other two in hammocks borne by natives—we travelled along the sea-beach about three-quarters of a mile; and then turning to the east, traversed a sandy prairie for two miles, and reached a rocky knoll at its extremity, close upon the sea, where we found some look-outs from an adjoining populous village. Pursuing our course between the palisades of the latter and the sea, we passed through another populous village, and entered immediately upon the precincts of the mission.

A little beyond the palisade of the last village was a broad avenue, lined with wide-spreading cocoa-palm trees, leading up a gentle ascent, on the summit of which was the mission-house. A little below it, on the left, we noticed the foundation and part of the superstructure of a large brick church.

The mission-house is a frame building, and although seemingly commodious, resembles imperfect joint-work, presenting the appearance of having been constructed in detached parts at different intervals.

The plan pursued in this mission seems to be the best adapted of any I have observed or heard of for reclaiming the African. By the usage of the tribes, females are contracted in childhood, the future husband making payment in advance, and the father binding himself to deliver up his daughter at the marriageable age. Heretofore the females taught in the missions have been claimed by those to whom they were affianced, after having, with apparent conviction and zeal, embraced and for some years practised Christianity. The consequence was, that they fell back to barbarism. In like manner the males, returning to their tribes, would sink under the pernicious influence of polygamy. But Bishop Payne (I believe that the credit of the suggestion is due to him) obviates the first difficulty, by paying the price for a female child and receiving her into the mission, to be educated by the accomplished and devoted ladies connected with it. In like manner, the boys are

taught a trade, as well as their catechism and grammar, by the reverend gentlemen; and when the former attain the age when heretofore they have left to rejoin their tribes, employment is given them by the mission, and every inducement presented to marry one of the educated native females, and settle within the precincts. In this way there is now a village on the mission premises of about sixty native Christians, occupying comfortable houses erected by themselves. This is a slow and expensive, but seems to be the only effectual, mode of retaining in the Christian fold those who have been reclaimed from barbarism, and whose descendants may prove powerful auxiliaries to future messengers of the Gospel.

I ascertained that it would be almost impossible to cross the bar of the Cavally river, except in a boat during the most favorable season; I would not, therefore, detain the John Adams to proceed to the mouth of that river, as it might take weeks to return against the current to Cape Palmas, although the distance is but fifteen miles. I determined, therefore, to postpone my visit to the Cavally until the arrival of the steamer, when it was my purpose to make a second and more thorough examination of the rivers along the coast, crossing the bars with the vessel, and ascending with her as far as possible.

While at Cape Palmas, Dr. McGill, to whom I am indebted for much information and great kindness, took me through the hospital containing the sick among the recently-arrived emigrants. As far as I could judge, the type of fever in each case was a mild one. Since it has been discovered that quinine can be administered in large doses, even during the paroxysm of fever, the mortality among colored emigrants, I am assured, has been diminished fifty per cent. Such is the adaptability of the constitution of the colored man to this climate, that, after recovering from sickness, he can attain and preserve his previous health and strength. On several occasions, when I could scarce endure the fiery rays of the sun, colonists would be walking along bare-headed, who laughingly declared that they rather enjoyed than suffered from the heat. The white man, on the contrary, never becomes acclimated; and after he has undergone the ordeal of the fever, if he do not recruit his strength by seeking for a time a more congenial climate, he will, according to his vital energy, meet with a lingering or a speedy death.

The day after returning from Cavally I visited Rock Town, a missionary school station, situated on a small stream where it flows into the sea, four miles from Cape Palmas. A projecting rocky point protects the mouth of this river from southerly winds; but the stream is shallow, and its bar is rarely crossed by anything larger than a canoe. Just within the extremity of the point is a Grebo village, and a short distance from it, on the opposite side of the stream, is another, with its Fetish House, without the palisade. They are populous, and although, like all the rest, their huts are placed irregularly, the spaces between, as in the others also, are kept scrupulously clean.

We found the Rev. Mr. Horne, with sallow complexion, laboring in his God-like vocation, teaching Pagan children the rudiments of Christianity. While above stairs, his pallid child had just passed through, and his wife was undergoing the ordeal of the climate, with none but native Africans around them, and without necessary comforts for the

sick. As I have before said, this illustrates the true chivalry of the Gospel.

The country about Rock Town is prairie, with palm-trees so beautifully interspersed as to convey the idea expressed by Major Laing, in describing another section, of having been planted expressly to adorn the landscape.

The soil is sandy, but far from unproductive; and in Mr. Horne's garden I saw, besides a great variety of vegetables, fruits, and flowers, indigenous to the climate, a number introduced by him from the West Indies.

The day after my visit to Rock Town I was attacked by the fever, and from thenceforth had not sufficient strength to make further observations.

We returned slowly to Monrovia against the current, but, on our arrival there, learned that the steamer had neither been seen nor heard from.

Being prostrated a second time, in consequence of exposure to the sun, I requested Commander Barron to proceed to Half-cape Mount river, whither President Roberts had gone with a detachment of 250 Liberians. But, unable to land there from weakness, I was forced to consider my reconnoissance at an end.

We proceeded to Sierra Leone, where the John Adams left me; and at the expiration of sixteen days, during which the yellow fever made its appearance, I embarked for home, and arrived in New York on the first of May.

In this report I have presented things exactly as they appeared to me, and at every place I visited endeavored to procure reliable information, for thus I interpreted my instructions.

It now remains for me to speak of the best place to disembark an exploring party; the proper inland route; the precautions to be taken; and the difficulties to be encountered.

I consider Monrovia the best place for a party to ride out the fever in. I believe it to be as healthy as any other settlement in Liberia, and good accommodation and nurses for the sick can there be procured. Besides, the intercourse of its inhabitants with the interior is more frequent, and extends farther inland, than from any other point I am aware of along the coast. Millsburg, at the head of the navigation of the St. Paul's, I recommend as the proper rendezvous, and the point from whence to take up the inland march.

Boporah, a populous native town, of which I have spoken in this report, lies directly in the path which it seems to me should be pursued, and it should be reached as soon as possible, and made the pivot of operations for advancing inland, and keeping up a communication with the sea-shore.

The march from Boporah should be regulated by the nature of the country, and the distance and direction of the nearest mountain range, which must form the water-shed between the tributary streams of the Niger and those which flow into the Atlantic. That range attained, if it trend southeast, as it most probably does, it might be followed to the parallel of Cape Palmas, with a particular eye to the country on

its Atlantic slope, and thence the expedition might descend and make its way to the sea.

The obstacles to be encountered would be a dense forest, (through which, in many places, a path could only be cleared with the hatchet,) wild beasts, the frequent morasses, the jealousy and possible treachery of the natives, and sometimes the scarcity of food.

The party should consist of as few whites as possible. The commander; an officer to take his place, should he perish; a physician, who should also be a naturalist; and some twelve or fifteen colonists, would perhaps be sufficient.

The energy of the white man is indispensable for such an undertaking; but, from the hostility of the climate to his race, as few as possible should embark in it. The main body, therefore, should be citizens of Liberia; but as no man of resolution and judgment would undertake to head them unless they were under military organization, and bound to follow as long as he led the way, I suggest that if an expedition be organized, the government of Liberia consent to its citizens enlisting under the flag of the United States, and thereby subject themselves to its martial code. All ought to possess physical stamina, and the whites, especially, should be in the vigor of life, and, if possible, natives of our southern States.

I have considered it my duty to collect in my route all the information I could as to the commerce of the places I visited. It has been presented in the body of this report, and few, I presume, are aware of the present magnitude and the annual increase of the commerce of Western Africa. For further information on this subject, I herewith submit the official reports of the British colonial possessions, transmitted with the Blue Book to both houses of Parliament.

Our own proportion of the African trade is very large, and might be rendered yet more extensive by forming treaties with the principal independent tribes along the coast. England has already negotiated eighty such treaties, her plenipotentiary being sometimes a lieutenant in her navy. To her honor be it said, that while looking to her commercial interests, she is not forgetful of the claims of humanity, and inserts, wherever she can, a clause prohibitory of the slave trade. She is, however, accused of reviving that trade in another form, and I submit in the appendix (No. 1) a proclamation of the President of Liberia on the subject.

I will illustrate the advantages of the treaties to which I have alluded. It is a custom of the tribes, that all traffic with the natives shall be transacted through the kings and head men; in other words, the head men and kings are the sole factors of their respective communities. By a stipulation of the treaty, these potentates become responsible for the payment of debts contracted with an English trader. Should payment be withheld when due, (for the credit system prevails here as well as in the Christian world,) the trader seeks a British man-of-war, and communicates the circumstance to her commander, and the latter repairs instantly to the place and enforces payment. Not so with the American trader. If his debtors are disposed to defraud him, he has no redress; and as native breach of faith is not unfrequent, he cannot fairly compete with the Englishman. With this

report I submit two maps, on a large scale—one of the republic of Liberia, and the other of Maryland in Liberia—together with views of Monrovia, the residence of President Roberts, Cape Palmas, Mount Vaughan, and Russworm's monument.

One other thing I feel impelled to say from a sense of duty, and do so most reluctantly. But, if we do not wish to be accused, and perhaps justly accused, of observing the letter and neglecting the spirit of our treaty stipulation with regard to the slave trade, we will substitute small but efficient steamers for sailing-vessels upon the African station. Judging of the future from the past, I venture to say that the frigate *Constitution* is of little more use in suppressing that trade than if she were in the Bay of Fundy. Nor can it scarce be otherwise. From Goree to Cape Palmas, ranging from fifty to eighty miles from the coast, is a misty region of alternate calms, light winds, currents, and tornadoes, with overwhelming torrents of rain, compared to which the refreshing showers of our own more favored clime are as dew-drops to overflowing cisterns. In the "*John Adams*," we were ten days making a distance which a steamer could have accomplished in thirty-six hours. From Monrovia to the island of St. Jago, vessels are often forty days on the passage, which a steamer could make in five. In one direction along the coast it is a drift with the sluggish current: in the other, it is working up against it with light and baffling winds.

I do not say that the vessels we have on the coast do not sometimes protect our commercial interests, or are not otherwise serviceable. I have mentioned the "*John Adams*" assisting a merchant vessel in distress; and I submit in the appendix (Nos. 2, 3, and 4) some letters from President Roberts, expressing acknowledgments for benefits derived from our squadron. But, from the causes I have enumerated, our cruisers can visit very few places compared to the number that should be visited, and, as the log-books will testify, often remain long at their anchors, or make yet more lengthy passages to Madeira to recruit—a passage which, under canvass alone, in the teeth of the trade-wind, is often more prolonged and more wearing to the ship than if she came directly home.

The service on the coast of Africa needs an incentive. Great Britain has twenty-seven vessels-of-war employed in the suppression of the slave trade on that coast, and a large proportion of them are steamers, mostly small ones. Her naval officers have every inducement to seek service on that station, for he who attains to a higher grade by the death of his superior in rank, retains it permanently, and does not, as with us, hold it but temporarily. The consequence is, that the English far surpass us in activity on the coast of Africa. A very slight incentive would cause service on that coast to be coveted by our officers and crews. Within a few years two commanders have died on that station. If the two senior lieutenants in the squadron had been promoted permanently, the files of the department would now exhibit more applications from lieutenants for service on that station than all others combined. And thus of every other grade, except the highest, which, living on its honors, should be influenced by higher aspirations.

The arrogance of British officers heretofore, precludes the idea of an agreement to search respectively the vessels of either nation. It is a

privilege which cannot be safely conceded to them, and we must at all hazards protect the integrity of our flag. But, for the honor of our country and the protection of its commerce, it is to be hoped that small steamers will be substituted for our sailing-vessels on the African coast, and that some incentive may be presented which will infuse greater activity among them, and render them almost ubiquitous in the neighborhood of the slave marts, and the parts of the coast frequented by our traders, instead of making tedious passages to and from a few places, some of them too remote by far, or too long lying suggestively at their anchors.

Since my return I have received intelligence from Sierra Leone of the capture by British men-of-war of three slavers, one of them American. The prostitution of our flag, now so much facilitated by sea-letters, obtained principally at the consulates of Rio de Janeiro and Havana, will continue, to our disgrace, until we have vessels on the coast of Africa propelled by steam, and manned with crews and commanded by officers who are stimulated, the one by increased pay and the hope of prize-money, and the other by permanent promotion when vacancies are caused by death. The climate is a trying one, and, as in battle, the places of those who perish should be filled by the survivors.

I do not permit myself to dwell on the necessity of incorporating into the international code a clause declaring the slave-trade piracy under any flag; nor on the frequent decisions of our legal tribunals, (caused by the want of such declaration,) which have so discouraged our officers. Of this want, and its attendant evil consequences, the government has been long advised.

In estimating the amount of our African trade I have been careful not to exaggerate, and rejected every item not based on authentic data; but there is so much traffic along the coast in articles never entered at a custom-house, that I have reason to believe I have given twenty-five per cent. less than the actual imports; and as the profits are very great, that the exports exceed the estimate nearly one hundred per cent. Apart, therefore, from the suppression of the slave trade, our commerce with the west coast of Africa needs the protection of an efficient force—efficient more in its power of locomotion than in the number of its guns.

A knowledge of the disadvantages under which our countrymen labor who trade along that coast, has induced these concluding remarks, and I trust they will not be considered inappropriate.

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

W. F. LYNCH,

Commander, U. S. N.

Hon. J. C. DOBBIN,

Secretary of the Navy.

No. 1.

Proclamation.

Whereas Messrs. Hyde, Hodge & Co., of London, contractors with her Britannic Majesty's government to furnish laborers from the African coast for the West Indies, have sent some of their ships to the coast of the republic, offering an advance of ten dollars for every person who may be induced to emigrate; and whereas the extinction of the slave-trade has left large numbers of predial and other laborers in the possession of the chiefs and principal men of the country, while the offer of ten dollars each is nearly equivalent to the amount formerly paid for slaves during the prevalence of the slave trade, and which operated mainly in producing and sustaining the wars by which the country was distracted; and whereas certain refractory chiefs are reported to have engaged with the agents of said company to furnish a number of laborers, and are further known to have in concealment near Grand Cape Mount a number of the unhappy victims of their predatory excursions; and whereas complaint has been made to the government that persons are held, to be sent off without their voluntary consent, or the consent of their natural guardians: therefore, to prevent the abuses and evils which might otherwise result from the enterprise—

Be it known by this proclamation to all whom it may concern, that the law regulating passports must be strictly-observed; that vessels carrying, or intending to carry away immigrants, must come to this port with their immigrants on board to obtain passports, in order that an opportunity may be presented to the government to ascertain whether the emigration be free or constrained. Every violation of the law regulating passports will be visited with the utmost penalty of the law in that case made and provided.

Done at Monrovia, this twenty-sixth day of February, in the year of [L. s.] our Lord one thousand eight hundred and fifty-three, and of the republic the fifth.

J. J. ROBERTS.

By the President:

H. TEAGUE,

Secretary of State.

No. 2.

GOVERNMENT HOUSE,

Monrovia, November 16, 1851.

SIR: I have just received despatches from Grand Bassa, announcing that a formidable attack was made yesterday morning, about 7 o'clock, upon the settlement of Bassa Cove, by a force of about one thousand Fishmen and Bassas. After a vigorous contest of nearly one hour, they were repulsed with considerable loss on their part. The enemy has retired; but, it is confidently believed, only to return and to renew the attack with increased force and vigor. The settlers there

are worn down with watching and fatigue, and cannot sustain themselves much longer, without aid in men and ammunition. This is earnestly craved in the despatches, and we are now preparing to render them the desired succor; but it will require some two or three days to make the necessary preparations here, and as many more days perhaps will be occupied in reaching the scene of hostilities. As the natives expect and dread a reinforcement from this place, their object will be to anticipate it, and to strike a decisive blow ere it arrive. The presence of your vessel here, just at this crisis, seems most opportune and providential. I have, therefore, to throw myself, and the perilous and exposed condition of our leeward settlements, upon your friendly consideration, and solicit, most earnestly, that you will make it convenient to take me to Bassa, a distance of only about sixty miles. I am of the opinion, as are also those whom I have consulted, that the presence of your vessel there, and the interest in our cause which your taking me down would indicate to them, would effectually deter the natives, and stay an immediate blow, and thus afford an opportunity to reinforce Bassa Cove and put it in a state of security.

I hope, sir, you may find it convenient to lend us the aid of the presence of the ship under your command, at the scene of hostilities. Be assured, sir, it is nothing less than the call of humanity for the protection of hundreds of almost wholly defenceless women and children from the brutal rage and fury of savages; for if Bassa should be carried by them, we shall have nothing to entertain but the most gloomy anticipations for all our leeward settlements, and our numerous traders along the coast.

As it is of the utmost importance that I should, by my arrival at Bassa, anticipate an attack by the natives, I shall hold myself ready to embark whenever you shall be pleased to give me notice.

I have the honor to be your obedient servant,

J. J. ROBERTS,
President.

Captain W. PEARSON,
United States Ship Dale.

No. 3.

GOVERNMENT HOUSE,
Monrovia, January 24, 1852.

SIR: Accompanying is a letter which I beg you will take in charge for Commodore Lavallette. I have not been able, in consequence of the numerous engagements pressing upon me just at this time, to give the commodore as full details of our campaign as I could wish; and I have taken the liberty—for which I beg your indulgence—to refer to you for such further particulars of our operations as may have come to your knowledge. I enclose herewith a copy of the communication I have addressed to the commodore.

Permit me here, sir, to present—which I beg you will accept—my sincere thanks for the services you have rendered the people of this

republic in their present difficulties. I am fully sensible of the obligations we are under to you. I know, sir, that we have had your sympathies and good wishes with us in all our operations, and that you would willingly have afforded us other and more important services had circumstances rendered it necessary.

I beg to assure you, sir, that your kindness will never be forgotten by your most obedient, humble servant,

J. J. ROBERTS.

Captain S. BARRON,
U. S. Ship John Adams.

No. 4.

GOVERNMENT HOUSE,
Monrovia, January 24, 1852.

SIR: I have had the honor of receiving your esteemed favor of December 12th, by Captain Barron, of the United States ship John Adams, which vessel, on hearing of our difficulties with the natives of Grand Bassa, you very kindly despatched to aid us "in such measures as might be deemed necessary to establish full confidence in the minds of the settlers of their security, by assurances of protection to them by the naval forces of the United States when their situation needs it."

This kind feeling of concern for the security and future welfare of Liberia, and the sentiments of benevolence you so kindly express, sir, are sensibly felt and deeply appreciated by the whole people of this republic. Your goodness in sending them aid, at a time when they so much needed the countenance and support of a foreign power, to convince their enemies that they are not forgotten nor neglected in time of peril, places us under renewed obligations to your government and to yourself; and I assure you, sir, your kindness in this instance will endure with the history of Liberia, and I fancy will never be erased from the memory of her citizens. And in their behalf I have the honor to present, and I beg you will accept, sincere thanks and grateful acknowledgments.

Captain Barron arrived at Monrovia two days after my departure with a body of troops for Grand Bassa; without delay he proceeded to join us at this latter place, where he arrived and communicated with me early in the evening of the 1st instant. It would be impossible to describe to you the bursts of joy that ran through our little camp when the arrival of the "John Adams," and the object of her visit, were announced.

Having just returned to this place, and the time of the departure of the "John Adams" being up, I cannot give you the details of our movements, and must beg to refer you to Captain Barron for particulars. Our operations have been mostly inland, from ten to fifteen miles parallel with the beach, and extending along the coast about thirty-five miles. The presence of the "John Adams" at certain points of the coast along the line of our march, no doubt, had a favorable

effect, and tended much to keep the natives near the coast in check, and also afford us certain means of communication.

I have great satisfaction in stating that Captain Barron readily met my wishes in placing his ship off such points of the coast where it was deemed his presence would be most important; and also tendered his services to assist us in any other way consistent with his duty and instructions.

I am happy to inform you that the campaign, though it has been an exceedingly fatiguing one, has terminated quite to our satisfaction. We have given the deluded enemy a chastisement which he will long remember, and, I doubt not, will relieve us from any trouble or difficulty in future in that quarter. We had two severe engagements; in the last we had four killed and twenty-seven wounded, two of whom have since died; the others are doing well, and will probably recover.

With many thanks, high regard and esteem, I have the honor to be, sir, most respectfully, your obedient and humble servant,

J. J. ROBERTS.

Com. E. A. T. LAVALLETTE,

Commanding U. S. Naval Forces west coast of Africa.

C.

IRVING HOTEL,

Washington, September 8, 1853.

SIR: In answer to your letter of the 6th instant, requesting me to "furnish you a report of my labors, and their results, connected with meteorological observations conducted by me, under the direction of the Navy Department, during the past year," I have to report progress as follows:

During the year, as in several former years, I have had access to all the meteorological journals kept at the various military posts by order of the Surgeon General, and to all the journals procured by the Smithsonian Institution; which are very numerous, and embrace a very wide extent of territory, which, united to the journals of my own correspondents, furnish the means, such as the world never possessed before, of generalizing the phenomena of storms, and educing laws which apply to their origin, the direction and velocity of their motion, in the United States; the direction and violence of the wind in different parts of the storm at the same time; the state of the barometer in the storm and around its borders; the causes which produce these phenomena; and the means of predicting, in all great storms of dangerous violence, their approach in time to prepare for them. How much of all this I have already done, and how much remains to be done, and with what prospect of success, you will judge by examining my previous reports to the department.

The plan which I adopted in those reports, in collating the meteorological journals, was, to exhibit to the eye, on skeleton maps of the United States, the various phenomena of the winds and rains and barometric fluctuations, by appropriate symbols, so that, by a glance, it might be seen where a storm was raging; how far it extended; in what direction, and with what violence, the wind blew in its borders, and beyond;

how the barometer stood within and beyond its borders; and how far, and in what direction, the centre of the storm had moved by the next day at the same hour. This plan I have not seen proper to change in the report now in progress for the department.

I have already finished collating the years 1849, 1850, and 1851, with the exception of the third quarter of 1849 and the third quarter of 1851. These quarters I shall finish by the end of the present year; and, if you so direct, the report for these three years can then be handed in to Congress. But I respectfully suggest that a report on this subject would be greatly increased in value by even a small increase of time contained in it; and I should be pleased if you would allow the report to be withheld from Congress till its second session, at which time the year 1852 would be embodied in it.

Whatever you direct me to do on this, shall be done to the best of my ability.

Very respectfully, your obedient servant,

JAMES P. ESPY.

Hon. J. C. DOBBIN.

D.

CAMBRIDGE, *October 12, 1853.*

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

In January last I had the pleasure to transmit to Washington copies of the first volume of the "American Ephemeris and Nautical Almanac," and since then a cheap and reduced edition of the work has been published, in a form strictly suited to the limited wants of the navigator.

The sale of this edition, which amounted to one thousand copies only, has hardly yet begun, though it has been put into the market. Such is the rapidity of communication at present with all parts of the world, and so much has the length of even the longest voyages been diminished, partly by the improved models of vessels, but chiefly by essential modifications in the mode of navigating the great oceans, that it is not necessary now, as formerly, for vessels (with the exception of whaling ships) bound to distant regions to supply themselves with Nautical Almanacs several years in advance. On this account the demand of the mercantile seamen for the American Ephemeris will not be considerable until 1854. I expect, and hope, then to be obliged to strike off one or more extra editions, and to see our own work take the place of the British in the American market. I have included in my estimates for the fiscal year ending June 30, 1855, a provision for this increased expenditure if it should be required.

I have acted upon the authority granted by the department in its letter of May 17, and addressed a communication to the superintendent of the British Nautical Almanac, to the Bureau of Longitudes of Paris, and to the Astronomer Royal at Berlin, a copy of which has been sent to the department, offering the co-operation of this office in a general

plan of treatment of the asteroids. I have not yet received an answer from either of these sources. In the mean time, Mr. Schubert has been authorized, as the department is aware, to employ himself upon four of the asteroids, and Dr. Gould has undertaken the charge of two others.

I have already, in a separate communication, made known to the department my anxious desire to publish, from this office, a complete manual of navigation, which shall contain the rules and tables in habitual use at sea, but shall be entirely free from all collateral and extraneous matter, and thus be furnished to the navigator in the most convenient form for daily practice, and at the cheapest rate. The standard works of navigation, such as Bowditch's Navigator and Maury's book on navigation, are really works of instruction as well as of practical utility. They are designed to teach not only the elementary principles of the different branches of the mathematics, and their application to navigation and to surveying, but they conduct the student into the higher departments of nautical astronomy, and explain the theoretical solution of its most important problems. Besides this, they contain some rudimentary instructions in those questions of natural philosophy which are most interesting to seamen. These works constitute the basis of education to the intelligent navigator. But a manual of navigation, such as its name imports, and nothing more—that is, a compendious collection of the rules and tables necessary to find the latitude, longitude, and magnetic variation at sea, or, in other words, to determine the ship's place and her course—is very desirable on account of its great convenience, and would, I respectfully represent, be an appropriate gift from the navy to the mercantile marine. Every effort will, of course, be made to give to the methods in use increased facility and accuracy.

The most important theoretical work that has been accomplished during the past year, is the discussion of the greater part of the Greenwich observations of the sun, extending back into the middle of the last century, having for its aim a nicer determination of the value of the sun's diameter.

This important work has been done by Professor Winlock, and was published, the permission of the department having been already granted, in a recent number of the Astronomical Journal.

I have been prevented, by a want of means, from printing, this year, our new tables of the planets mercury and saturn. These tables ought, I take the liberty to say, to be published as soon as possible; and for this and other theoretical objects, I have asked for a special sum in this year's estimates.

The daily work of the office during the present year has been the preparation of the second volume of the American Ephemeris and Nautical Almanac—the volume for 1856. The first volume—that for 1855—contained 552 pages of tables, explanations, &c., of which 78 formed an appendix.

The number of pages of the appendix of the forthcoming volume will be less. But the contents of the body of the work will be increased by the addition of some new pages to the ephemeris of the sun. Of about 450 pages, composing the body of the work, 362 have been com-

puted, and the remaining 88 pages are in a greater or less degree of forwardness. It is my present expectation to have all the computations concluded by the 15th of November. 307 pages of the volume, including the appendix, have been printed. The printing of the remaining pages will be executed with all the despatch consistent with the careful revision of the plates; and the volume will be published in time to meet the wants of the navigating community.

The following statement exhibits the manner in which the assistants generally are to be engaged during the ensuing year, provided no important changes occur:

Mr. J. D. Runkle, Mr. Kerr, Mr. Wright, Mr. Bradford, Mr. E. J. Loomis, and Mr. C. A. Runkle, will be employed on the moon; Professor Winlock on the sun; Professor Hedrick on mars, uranus, and the moon-culminating stars; Professor Kendall on jupiter and neptune; Miss Mitchell on venus; Mr. Sprague on the fixed stars; Messrs. Downs and N. Loomis on the occultations; Mr. Schubert on certain asteroids; and Messrs. Oliver and Eastwood on miscellaneous work. Professor Peirce, besides taking charge of saturn, will give a general supervision to the calculations, make proof computations, and supply theoretical instruction when required.

In conclusion, I have the honor to inform the department that the general state and progress of the work under my charge is satisfactory.

Very respectfully, your obedient servant,

CHARLES HENRY-DAVIS,
Lieutenant, Superintendent Nautical Almanac.

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

E.

BALTIMORE, *September 14, 1853.*

SIR: I have the honor to acknowledge your letter of the 12th instant, which has just come to hand; and at once to prepare and forward the report for which it calls, and which, in accordance with your directions, as well as the actual state of the research itself, I will endeavor to make as terse as possible.

This research into the method of putting up alimentary substances to be used as provisions in the navy of the United States, the appropriation for which was made originally at the call of your predecessor, Mr. Graham, had for its motives both advantage and economy: first, in respect to the health and comfort of the officers and crews; and secondly, in respect to the considerable annual loss which has been found to accrue upon the necessary abandonment of provisions that had become deteriorated and spoiled.

Such deterioration may, and it is to be presumed generally does, occur consistently with perfect good faith on the part of the contractors furnishing the supplies, and of the inspectors receiving them. And by good faith, here, is meant not only the absence of fraud and intentional deceit, but also the exercise of such reasonable or, at least, ordinary care in the selection of the materials, their preparation, and their ex-

amination, as the government, in its capacities of both purchaser and employer, has a right to expect from its venders and agents.

But the causes which tend to produce decompositions and deteriorations in artificially preserved provisions, are themselves obscure; are sometimes gradual and very slow in their effects, and require, even, occasionally, some external circumstances (for examples, heat and moisture, &c.) to stimulate, and, as it were, start their action. Thus it may very well happen that a lot of meat will have been packed with antiseptics which the packer has procured as pure, and which he may have used before with satisfactory results; and yet, after all, from but slight variations in composition or adulterations of the antiseptic itself, from sudden changes of temperature, or of dryness in the atmosphere of the place where the packages may have been stored or carried, or even from lapse of time in a prolonged cruise, scope will be afforded for changes and decompositions that have their issue in destroying the alimentive properties of the whole lot.

When this issue takes place, the loss in money falls, of course, upon the government; both to the extent of the amount already paid, and also to the additional extent of the sum, sometimes greatly larger, which has to be paid for replacement of the supplies abandoned.

Also, it is to be considered, in accordance with what has been said, that the gradations of deterioration are so minute as in their beginnings to be imperceptible to the senses of smell or taste; and that from this circumstance, as well as sometimes from an unwillingness to incur the expenses already spoken of, until the necessity has become emphatic, or from the absolute impossibility at sea of procuring fresh supplies, provisions are served out and consumed with unwholesome effects, sometimes immediately apparent, sometimes only traceable long after, in chronic diseases that embitter and shorten life.

It is to be considered, too, that packed provisions (salted meat, for example) are, in their best estate, but imperfect succedanea as aliment; the operation of the antiseptics themselves which have to be employed, is to drive out the nutritious natural juice and replace it from their own solutions; and thus, not only are the consumers of salt meat deprived of a part of the nutriment derivable originally from it in its fresh state, but their own bodily circulation becomes surcharged with mineral salts, which, for perfect nutrition, are required but in small proportions. But this point is so plainly proved, and so commonly known in the scrofulous disorders to which sailors on long cruises are liable, that it need not be further spoken of.

All these considerations, then—a due regard to the health of the persons employed, and their fitness for labor while they are actually in service; the probabilities of their health afterwards, which involves the wholesomeness of the occupation, and of course the promptness with which a call for seamen is at any time answered; and the certainty of inconvenience and direct expense for lost and replaced supplies—formed the motive for the research with which I have been charged.

The apparent uncertainties and doubtfulness of issue, referred to a few paragraphs back, so far from weakening the motive, served only to stimulate the inquiry. Although the elements tending to produce deterioration may be so minute or so combined as to elude ordinary

inspection, and their modes of operation obscure and as yet undetermined, and the circumstances modifying their action variable and sometimes uncontrollable, yet, of the reality of the phenomena and the occurrences there can be no doubt. Now, there is no effect without a cause; and few physical causes, or, more correctly, modes of action, are so hidden as not to reveal themselves to industrious observation and to experiment guided by a sound theory. It was under such impressions that I committed myself to the research, in the hope, which has only gone on to strengthen itself, that useful results could be arrived at, and practical rules deduced, of value far outweighing the trouble and cost of obtaining them.

The aim to which I was instructed to look, in the investigation, by your predecessor, Mr. Kennedy, under whom the work was commenced, covered, it was supposed, the whole ground necessary to be occupied; and if it did not centre in the solution of the problem how to preserve animal food under all circumstances, and during periods indefinitely long, it would at least strike at the root of the difficulty, show the limitations of the problem, and indicate the conditions essential to success, and the circumstances under which only a failure was to be looked for. I was authorized to make a physical and chemical investigation of all those kinds of meat, in the fresh state, used for navy rations; of the antiseptic ingredients found in commerce, and used or obtainable for its preparation; and of the articles themselves as prepared and furnished for navy use. And this investigation might be both analytic and synthetic: that is, 1. The determination of the elements from their known combinations; and, 2. The observation of the combinations of known elements.

Nor, with the scope of the instructions, did this inquiry limit itself to animal fibre only, but included also the vegetable substances used as provision, to whose investigation the same modes of research were applicable. A part of this last, so far as cereal grains are concerned, has been, I am informed, either wholly or to some extent executed for another department of the government—that is, the Patent Office—under the Secretariate of the Interior. Of course, what has been done there will not require to be repeated.

Another main branch of inquiry more especially connected with this last, but belonging generally to the category of the most wholesome diet, and growing out of the admitted ill effects of exclusive salted food, was directed to be into the methods of preparing extracts or condensations of alimentary substances both vegetable and animal.

The largest constituent of all articles used as food, in their natural state, is water; a substance which, if not neutral in the process of digestion, is in general disposable to be added as wanted. If this could be withdrawn from its combination in the articles in question, it is manifest that considerable bulk and weight could be dispensed with. Provisions could then be stored better and carried more conveniently; and not only so, but it is probable, besides, that the presence of water in combination facilitates the very changes and deteriorations which are so important to be avoided.

Again, in almost all articles of food as presented in nature, there are one or two elements more efficacious for nutrition than all the others;

and by obtaining these essences, so to speak, isolated, we virtually obtain all the advantages of the bulkier and perhaps more readily deteriorated article.

If these expressions and condensations, then, can be satisfactorily effected, a great deal will be accomplished towards the portability and convenience of aliment; and as regards the preparation of vegetables in this respect, much will be contributed to counteract the evil dietetic effect of salted animal food already spoken of.

This topic has already engaged the attention of one of the bureaus of the Navy Department; but it was supposed that, without interference with the proper discretion of that bureau, advantage might be taken of the present research towards a common and beneficent end.

But if the prosecution of this research ended only in the determination of the particulars that have been mentioned, assuming them to have been obtained with perfect accuracy for the individual articles experimented on, it is manifest that the result would still be very incomplete; and even when we go further and furnish a code of recipes, articles of food put up according to which will keep with unfailing certainty, there is still something to be desired, until we can also point out the test by which the consumer can know that the recipe has been conformed to.

Such an indication as this is the final aim, viz: the providing of means, different of course for the different articles, by which their degree of purity can be ascertained, without resort to a troublesome and costly process, such as chemical analysis, and with sufficient approximation for practical purposes. When this is achieved, when the packer of provisions can ascertain for himself, without being misguided by the price or name of the article, of its intrinsic purity and fitness as an antiseptic, and when the government inspector is further enabled independently to determine with tolerable precision whether such and such antiseptics have or have not been used, the object of this research will have been attained. I dare not promise yet to attain so much; but I consider it as attainable, perhaps only by greater skill and ingenuity than my own, and I, of course, refer to it in my report such as this.

The plan to be followed in the researches has not been defined in the instructions I received, and had necessarily to be left very much to the discretion of the person undertaking it. Before doing anything, I naturally endeavored to form a clear idea of what was to be done, and figured to myself a programme of the steps to be taken. It is easy to perceive that such a programme cannot be inflexible; various modifications will suggest themselves as the work progresses and becomes, it is fair to presume, better and more thoroughly comprehended; and even when it is completed, and I finally discharge myself of it, I expect to find more than one point that could have been better treated.

The research, then, divides itself into two great branches:

1. The preservation of animal fibre or meat; and,
2. The preparation of animal and vegetable extracts.

These are in the mode of examination nearly independent of one another; and my principal interest was to commence with the first, leaving the other to a subsequent stage, which will hardly be reached under a year from this time.

The preservation in question is ordinarily effected by application of mineral or vegetable salts, and by pyroligneous products. Under the former come common salts, saltpetres, and sugars; under the latter the direct action of the smoke, as well as appliance of some of the products of distillation from wood. And these latter appear to be essential to the idea of *curing* meat—i. e. remedying its tendency to decomposition. Meat only salted, or sugared, or both, is more properly to be considered as *pickled*. It is not necessary here to speak in detail, even if I were able, of the precise mode in which these appliances effect their object. It may be taken in general that when salts are rubbed into the moist meat, a sort of exosmose happens, the salts are absorbed, and equivalent portions of the putrescible constituents of the meat are expelled or form coagulated and stable compounds. The action of pyroligneous matters is similar; and if to this be added an increase of temperature, such as obtains in a smoke-house, or where fresh meat is jerked, the expulsion and coagulation is still more thoroughly effected, and the meat may properly be said to be cured. But in pickled meat, especially, the whole of the putrescible matter is by no means got rid of or converted, and it remains there to act as a ferment and promote decomposition. Of course, in proportion as the salts used are deliquescent—i. e. absorbent of moisture from the atmosphere—they strengthen all the conditions requisite for oxidation and fermentation, and in their measure tend to hasten decay. Such salts are, therefore, clearly to be avoided.

This method of curing is, as has been said, the ordinary one. But there is another way to preserve meat, which forms in fact the connecting step between the first and second branches of this research, and which consists in a partial cooking of the meat, or at least in its exposure to an elevated temperature, and then in protecting it by tight enclosures from contact with the air. In this way the bulk and weight of the provisions may be considerably reduced, and the action of the remaining ferments almost or quite neutralized.

But to return to the ordinary methods. It is obvious that for their elucidation a knowledge of the constituent elements that are to be placed in contact is primarily necessary for any systematic or successful study of the changes and recompositions that occur. A careful qualitative and quantitative analysis, then, of all the antiseptics used, is requisite in the first place. To this must be added the observation of their behavior as to change of volume or density, action upon light, and influence on heat during solution; for these half-mechanical relations, whose dependencies upon mere chemical constitution are as yet but indistinctly defined, cannot but contribute to modify, perhaps materially, their ultimate action.

Next, it will be proper to place the constituent elements of the said salts so ascertained, isolated as well as certain definite combinations of them, in contact with portions of meat cut from the same piece; subjecting them, so in contact, to varying degrees of temperature and pressure, so as to observe and study thoroughly the changes which are produced. Such a study, judiciously pursued, affords the key to the whole process, and enables us either to construct an artificial salt, (as

is most likely to be required,) or to select among the natural ones that which will answer the conditions the most effectually.

It is admitted that examinations and comparisons like these are excessively tedious, and require both time and patience; but I confess that, after reflection, I am unable to devise any other plan that with less labor will present equally comprehensive and reliable results.

The progress that has been made is, I believe, as rapid as consistent with care and accuracy. Owing to circumstances not under my control, the work could not be commenced until a few days before the close of last December. A suitable place was then procured, and the articles for examination begun to be collected. For the analyses I procured the services of Dr. Campbell Morfit, a chemist of high and still rising reputation, whose methods and means appear to leave very little in this respect to be desired. Their details I defer until a future report.

Up to this date, twenty-seven varieties of common salt, (chloride of sodium,) and thirteen varieties of saltpetre, (nitrate of potassa,) have been analyzed, and their constituents determined. Progress has also been made in the physical examinations spoken of just now; and I think I can safely promise, in their conclusion, to furnish a reliable halometer, or instrument by which the amount in pure chloride of sodium, assumed as the valuable ingredient, can be readily ascertained. Another instrument, of different form and character, can, I believe, be devised for similar ascertainment of the effective ingredient of salt-petres.

Upon the results that have been obtained, I think myself warranted in naming, among the common salts, the so-called solar salt—made at Key West, in the State of Florida—as the freest from impure associations; and next in rank to it, that which comes from San Martin, one of the leeward West India islands, and belonging to Holland; and among the saltpetres, Du Pont's granulated No. 2, which is nitrate of potassa almost absolutely pure; and next to it, Du Pont's chrystalized, whose defect is association with water in small proportion, and in still smaller proportion with potassium as chloride.

How far this statement is to be taken in the light of a recommendation that the government should stipulate hereafter for the exclusive use, by contractors, of those articles that have been designated, rests in the discretion of the department. I should have no hesitation in requiring the stipulation were I the consumer myself. At the same time, it is barely possible that the synthetic researches to be made will raise some of the other salts on the lists to a nearer equality with these.

Why there should be such a difference between the salt of San Martin and that of other West India islands—as, for instance, between the former and that from Anguila, a closely neighboring isle, where there is a difference in content of chloride of sodium of three per cent., which is replaced chiefly by water; but also extensively by sulphate of lime, (gypsum,) and sulphate of soda (Glauber's salt)—is an interesting topic of inquiry, upon which, in a future report, I hope to present some particulars worthy of consideration. As to the oversight—to say the least of it—by which the so-called Liverpool salts are allowed to become more impure as they are carried to higher grades of

refinement above the native rock-salt, from which they must have been in part derived, is a point upon which there will be also interest in dwelling. I am not yet informed whether these impurities are traceable to the salt springs, whose brine is evaporated, or are rather owing to the water employed for lixiviation.

To return, however, to the actual state of progress: the sugars of commerce, to the number of fifteen, have been collected, and are now in hand for a thorough examination as to both their inorganic and organic constituents. This examination must of necessity be prolonged and delicate; but I expect results from it that will be important beyond the scope of this special inquiry.

The synthetic experiments and combinations spoken of before could not have been undertaken, in any event, until late in the past spring. The shortly-coming heats of summer afforded a period so unfavorable to them that they have been postponed until the temperature should become more uniform and suitable. They will be soon commenced; and, before the next summer, I expect to have them concluded, and their results worked out.

The succeeding topics of research appear to have been already sufficiently indicated to spare their being dwelt upon in greater detail now. And I have therefore, finally, only to express the hope, that what has been said upon the motive, aim, plan, and progress of the work, will be, sir, to your satisfaction, and enough to demonstrate the importance of the subject, as well as the fidelity and reasonable intelligence with which it is being prosecuted.

I have the honor, sir, to offer assurances of profound respect,
J. H. ALEXANDER.

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

F.

UNITED STATES NAVAL ACADEMY,
Annapolis, Md., June 15, 1853.

SIR: In forwarding to the department the accompanying report from the superintendent, recommending to the notice of the board of examiners various subjects connected with the academy, the board respectfully report, that they have carefully considered the suggestions of the superintendent, and are satisfied that the changes and additions proposed will greatly promote the growth and efficiency of the institution.

The board regard the instruction that is given on board the practice ship as of the greatest importance, in preparing the acting midshipmen for entering upon the active duties of their profession; and it is, therefore, of the first importance that the ship should be of adequate dimensions to accommodate, comfortably, all the classes that are to be embarked; and, also, that she should be fitted with the auxiliary steam power recommended by the superintendent. This is deemed to be so important a part of the system of instruction pursued at the academy, that any defect of means for carrying it out would, in the opinion of

the board, defeat one of the prime objects had in view in its establishment.

The suggestions relating to a machine-shop upon a limited scale, and a guard-house for the more effectual punishment of offenders, have the approval of the board; and the whole report is respectfully commended to the consideration of the department.

Respectfully, your obedient servant,

C. S. McCAULEY,
President of the Board.

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

UNITED STATES NAVAL ACADEMY,
Annapolis, Md., June 14, 1853.

To the Board of Examiners:

I beg leave to call your attention to the following matters connected with the academy, and which, in my judgment, deserve to be attended to:

1. The "practice ship," as at present fitted, cannot accommodate more than fifty students, with the necessary officers and men. There will be this year about fifty students embarked on board; next year there will be about sixty; and in all succeeding years I suppose the number will be about seventy-five—this is a greater number than can be accommodated on board the "Preble." As it is thus apparent that a larger ship will be necessary for the practical instruction of the students in seamanship, &c., I would respectfully suggest the propriety of a frigate-built ship being built or provided for a "practice ship," and that this ship should have auxiliary steam power. In a ship of this kind the students could be instructed, during their cruises, both in seamanship, navigation, gunnery, and the management of steamships. I consider this a matter of great importance, as every year steam is more and more applied to sea-going vessels, and particularly to men-of-war.

2 To instruct the students fully in the construction and management of the steam-engine, I deem it highly important that there should be a machine-shop at the academy, where the students could see all the parts of the engine, the mode of making them, and the adaptation of one part to another in the complete engine, as seen in their manufacture in a machine-shop. With such a shop, and the necessary tools, the instructor would be able to instruct the students more fully in the use and management of the steam-engine than it is possible to do with models only.

3. A guard-house. From the youth of many of the students, I am satisfied that some other mode of punishment than *demerit marks* is required to control them effectually; I have come to the conclusion that confinement is the only means we can resort to likely to be effectual; I therefore beg to call your attention to the want of a guard-house for this purpose. I believe there are many boys who require some more stringent mode of punishment than any we can now adopt, to produce the desired effect; for such boys moral suasion will not an-

swer; but when aided by such punishments as confinement, loss of indulgences, &c., many would, I believe, be brought more fully to see their duty, and constrained to perform it too, than when operated upon only by moral motives. It is not in place to enter into an argument to support my views of the case; besides, I consider it unnecessary, in addressing a board of navy officers whose lives have been devoted to the government of the *personnel* of the navy.

4. There are several other matters connected with the government of the academy with which I am not satisfied; but, as yet, I am not prepared to recommend any changes. Amongst these is the mode of supplying the clothing and other wants to the students, their mess expenses, and a more efficient police. With a sincere desire to promote the usefulness of the academy, I cannot but fear it does not yet meet the expectations of the navy, or the friends of a higher order of instruction in it than has heretofore existed.

The board will, I trust, be satisfied of the desire of the officers of this institution to see it come up fully to the wants of the navy, and that they will at all times be ready to carry out any recommendation for its improvement.

Respectfully submitted.

C. K. STRIBLING,
Superintendent.

G.

UNITED STATES NAVAL ACADEMY,
Annapolis, Md., June 17, 1853.

SIR: Since the report which the board of examiners had the honor to address to you on the 10th instant, they have proceeded to carry out the latter part of your instructions of the first of June, and now submit their final report upon the examination of the several classes of acting midshipmen, and of the police, discipline, and general management of the institution.

The examination embraced the second, third and fourth classes, and a small number of acting midshipmen who have been appointed at irregular dates since the first of January of the present year.

The present course of study at the academy, embracing a period of four years, was adopted in the year 1851, and put in operation on the first of October of that year; the board, therefore, has not had an opportunity of witnessing the examination of a class which has had the benefit of a full course of instruction; but, judging from the proficiency exhibited by the members of the oldest classes which were examined before them, they have no hesitation in expressing the opinion, that in a few years the institution will annually furnish to the country, that has so liberally sustained and fostered it, a corps of officers well prepared to uphold her interests and sustain her honor in times of war, and who, during the periods of peace that we may be permitted to enjoy, will contribute largely to her growing greatness, by additions and improvements to the arts and sciences.

The benefits that the country will derive from the education given

to her young officers at this institution, will not be apparent until the system has been several years in operation; but the board feel assured, that if the present plan of instruction is continued, with such changes as experience may from time to time suggest, the navy will, in the course of time, be able to furnish officers capable of performing any duty, whether it be practical or scientific.

The attention of the board has been called to a practice that existed under your predecessors in office, of reappointing acting midshipmen who were dropped from the list in accordance with regulations. It is believed that the department has not been made aware of the evil effects of this practice, and the board, acting under this impression, will take the liberty of directing your attention to them.

In the first place, the board are informed that in almost every instance where an acting midshipman has been reported "deficient," and from some favorable circumstance connected with his case has been recommended for further trial, the effect of the practice of reappointing in such cases is to encourage idleness in those who are not confident of passing their examination, by creating the impression that the worst penalty that can attach to such default will be to descend to a lower class, where the task of study will not be so great.

At the kindred institution at West Point, experience has shown that the judgment of the academic board may be regarded as a safe guide on this point, and the practice of reappointing those who have been found "deficient," has been entirely discontinued for many years.

It also appears to the board to be very important that the regulations which the department has adopted with regard to the time at which candidates are required to present themselves for admission into the academy, should be steadfastly adhered to; otherwise, the classes will be multiplied beyond the capacities of the institution, and the appointees of the same year will have very unequal academic advantages.

The board have carefully examined the system of police and discipline, and the general management of the institution, and have found much to approve and nothing to condemn. These, as well as the departments of instruction, and all other duties of the institution, seem to have been intrusted to safe and competent hands; and the system of accountability of all the subordinate departments to the superintendent, has been well-ordered and preserved.

The board embraced in their duties a full inspection of all the public halls, dormitories, apparatus in the departments of mathematics, philosophy and gunnery, and of the practice ship, (upon which a special report has been made,) and take pleasure in expressing a general approval of their condition and adaptation to the wants of the institution.

With a continuance for a few years of the liberal provisions that Congress has made for the academy, it will become all that the navy and our country can desire.

The board cannot close their report without bearing willing testimony to the many evidences that the institution presents of the zeal and fidelity with which the superintendent, and those who act under him, have performed their duties.

Having now completed the duties required by your instructions, the board will adjourn *sine die*.

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

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

H.

UNITED STATES NAVAL ACADEMY,
Annapolis, Md., October 15, 1853.

SIR: I transmit herewith a copy of the report of Commander Craven of the cruise of the practice ship. This report has been delayed in consequence of the absence of Commander Craven in the "Preble."

The acting midshipmen who were embarked on board the "practice ship" have returned in good health, and have entered upon their duties at the academy with cheerfulness and zeal.

The report of Commander Craven is most satisfactory. The exercises of the students appear to have been conducted with zeal and intelligence on the part of Commander Craven and his assistants, and attended with satisfactory results. I would call the particular attention of the department to the target practice *at sea*; such results could not be surpassed by the most experienced seamen.

As this is the third and *last* report of the practice ship to be made while I have the honor to hold my present situation, I feel constrained to do more than express my approbation of this part of the system adopted for the improvement of the students of the academy.

The system adopted for the education of the acting midshipmen embraces both theory and practice to an extent which, I believe, does not require any change, except perhaps that a more thorough course of instruction, both theoretical and practical, in steam should be pursued. When the workshop at the academy, and the addition of steam power to the practice ship, are made, (and which have been approved by the department.) the means will be afforded to accomplish this. The application of steam to men-of-war as an auxiliary power, requires that this important branch should be thoroughly taught at the academy.

If this should be done, the students, when employed in regular service, (after having completed their course here,) will possess a knowledge of steam and the management of steam-vessels which will render them competent, under ordinary circumstances, to perform their duties with much greater satisfaction than any officers who have not had such advantages can possibly do.

The system now in operation will, if pursued faithfully, I feel assured, produce results calculated to improve and elevate the character of officers of the navy, and, of course, increase its efficiency. With these views, I cannot but hope that the system of education now in operation will be allowed to have a fair trial. Sufficient time has not yet elapsed since its commencement to test its merits or demerits.

Until this is done, changes should not, I think, be made without a careful examination of the benefits likely to result from them.

I am, very respectfully, your obedient servant,

C. K. STRIBLING, *Superintendent.*

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

U. S. PRACTICE-SHIP PREBLE,
Annapolis, October 9, 1853.

SIR: In obedience to your orders of June 21st, the practice-ship Preble sailed from Annapolis on the 23d day of June, but owing to the delay in completing her crew and provisions from Norfolk, she was detained at Hampton Roads until the last day of the month, when she sailed upon her cruise for the practical instruction of the acting midshipmen. The interval of our detention was, however, advantageously employed in the preliminary instructions of the young gentlemen; and from the day of our departure to the present time no opportunity has been lost of carrying out the course of instructions prescribed by the chief of the Bureau of Ordnance and Hydrography, in his orders issued in July, 1851, for the government of the practice ship.

As in the two former cruises of this vessel, the acting midshipmen have been fully and carefully taught in the art of knotting, splicing, reefing, furling, making and taking in sail, heaving the lead, &c., &c.

That they might obtain a more thorough knowledge of rigging, they were divided into four parts or classes—each of which was required to take a topsail yard and rig it completely, fitting jackstays, foot-ropes, tye, quarter and brace-blocks, parrel, lifts, &c., without other assistance than the supervision of Mr. Marcy or myself; and, whenever the weather was such as to prevent other exercises, they were required to make drawings of the various yards, masts, and sails, in detached parts, showing, in detail, the different method of fitting the standing and serving the running rigging. The drawings being completed, each pupil was required to explain fully the nature and use of every rope, and to show the different methods of making and taking in sail. These two methods, the rigging of yards and the making of drawings, combined with oral examinations, I found to work most admirably, for they served to fix very thoroughly upon their minds the proper arrangement of the rigging of a ship and the management of the sails.

The young gentlemen of the first class were required in the day-time to take charge of the deck; so that every evolution of tacking or wearing, box-hauling and chapelling, making and taking in sail, being performed under their own directions, necessarily added much to their practical experience. Since our arrival in the Chesapeake no opportunity has been lost in putting in practice their theoretic knowledge of the manœuvres of getting under way and bringing ship to anchor with contrary winds and tides, avoiding dangers of preparing for and anchoring in gales of wind, securing disabled spars, &c.

They have also made great advancements in navigation under the instruction of Mr. Buckner; and during the homeward passage each one of this class has, in regular succession for a week at a time, performed all the duties in navigation appertaining to the sailing-master; laying

before me daily the results of their observations for ascertaining the ship's latitude by the various methods of single, double, and meridian altitudes of the sun, moon, or stars; the longitude by chronometer or lunar observations, the variation, &c.

Whenever the weather permitted it, the young gentlemen of both classes were fully drilled at the battery in preparing ship for action, loading and firing, mounting and dismounting, and transporting guns, &c. The target practice at sea has been most admirable, and I believe it fully warrants the assertion, that there was scarcely a shot fired that would not have hulled a frigate at the distance of a mile. Upon one occasion, so accurate was the firing, that of fifteen shots expended, the greatest deviation was not more than three feet to the left of the centre of the target, ten were line shots, and two were directly through the centre. The target was at this time from 800 to 1,100 yards distant, the ship rolling about two and a half streaks, and the swell of the sea nearly if not quite four feet.

We visited, during the cruise, the ports of Horta, in the island of Fayal; Corunna, on the north coast of Spain; and Funchal, in the island of Madeira. At Corunna we were received with the greatest possible kindness and attention by the governor general of the province of Galicia, and the civil and military authorities of the town.

We received the most pressing invitation to visit their great naval arsenal at Ferrol; and although my instructions from the Navy Department prevented my touching at any ports other than those therein designated, yet in view of the advantages that the young gentlemen would have, and believing that the department and yourself would, under the circumstances, approve of my doing so, I so far deviated from my orders as to anchor the ship outside of the harbor of Ferrol. I then sent the young gentlemen in, under the charge of Lieutenant Marcy, to visit the arsenal.

The great age of the establishment, and being one of the most extensive in the world, rendered the visit not only gratifying but highly instructive to all.

We found everything in great activity within its walls, and were informed that over three thousand artisans and laborers were then at work.

Owing to the want of time and the reputed sickliness of the island of Martinique, I did not touch there. We reached Hampton Roads on our return the 17th of September, and after filling up with water and provisions from Norfolk, we proceeded to the Chesapeake. The intervening time has been spent in the bay in practical exercises, as detailed above.

As heretofore, it gives me great pleasure to acknowledge my indebtedness to Lieutenants Tilghman and Marcy, and acting master Buckner, for their very zealous and efficient aid during this most interesting cruise.

Very respectfully, your obedient servant,

THOMAS T. CRAVEN.
Commandant of Midshipmen.

To Capt. C. K. STRIBLING,

Superintendent United States Naval Academy, Annapolis, Md.

I.

BUREAU OF YARDS AND DOCKS, *October 19, 1853.*

SIR: In the first section of the act making appropriations for the naval service, approved 3d March, 1853, the Secretary of the Navy is directed to sell all the land at the navy yard, Brooklyn, lying between the west side of Vanderbilt avenue and the hospital grounds; provided jurisdiction shall be obtained from the State of New York over all the remaining lands connected with the navy yard and belonging to the United States, and the land not to be sold for less than the cost, with interest, assessments, and charges.

Soon after the State granted jurisdiction, agreeably to your directions, I directed a survey to be made of the grounds in question, defining the boundary lines, (which the deed did not,) and estimating the quantity of land, and its cost to the United States. That survey has been made, and the report of the commission which made it, with a map of the premises, has just been received, which I have the honor to submit herewith. By the map, you will see that some of the dividing lines have been materially changed from where they were before supposed to run, and which covers some seven acres more of the hospital grounds to be sold than was named in the act of Congress. The data, therefore, upon which the minimum price of the land was to be ascertained under said act, if based upon the recent survey, will reduce the price at which it could be sold somewhat below the estimated cost of the United States; because, by the late survey, it has been ascertained that the Griffing purchase contains more land than was estimated by the government when it was purchased; and, consequently, the *pro rata* value of that, which under the law is directed to be sold, is reduced to below its actual cost. There is also another and important point for consideration, viz: the great inconvenience to the parties—the coterminous proprietors—which would result from a sale upon the line indicated by the map. I do not apprehend that Congress intended so to divide these grounds, and cut them up into such shapes as would render parts of them almost valueless to any owner, and subject other parts of the hospital grounds to trespass and depreciation.

Now, as I believe Congress would not direct a sale to be made by lines, as shown on the plan herewith submitted, which would injuriously affect the owners and occupants, and decrease the value of the lands, and as no injury can possibly accrue to the United States by postponing the sale a short time, and submitting the matter again to Congress for consideration, I respectfully recommend that the facts be reported to Congress, and, if no further action be taken by that body, that then the sale be made agreeably to the provisions of the act before cited, and the minimum price for the land to be sold be fixed *pro rata* upon the quantity of land contained in the Griffing purchase, as indicated by the map of the commission, which I also recommend should be sent to Congress.

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

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

K.

WASHINGTON CITY, D. C.,
December 16, 1853.

SIR: I have the honor to report that, in obedience to your order of the 19th ult., I proceeded to Key West by the first conveyance, and on my arrival immediately examined the custom-house lot indicated by you as being probably the best site for a coal depot; also, two lots contiguous to the United States marine hospital, which struck me as being very suitable to the purpose in view.

I made these examinations with the Hon. Mr. Mallory and Captain Scarritt, of the engineers, and am satisfied, from the information derived from these gentlemen, as well as from my own observations, that it will be decidedly more advantageous to the government to purchase the property contiguous to the hospital for a coal depot than to use the custom-house lot for that purpose.

The following considerations have led me to this conclusion, viz:

1. The custom-house lot is of very limited extent, having but about 400 feet water-front, and it would be impossible hereafter to extend the depot, if established there, without destroying the approaches to the custom-house. I found, also, that the citizens of the place are averse to the establishment of an extensive coal depot so near the most populous part of the city, as the rates of fire insurance would be thereby much increased. The buildings are generally frame, and there is always more or less danger of the spontaneous combustion of bituminous coal. A large quantity, which was deposited here for the army during the Mexican war, was consumed in this way, endangering a portion of the city very materially.

2. Between the custom-house lot and the property of which the purchase is suggested, the lots of Messrs. Williams and Moreno lie. That of Williams, which is next the custom-house, is a small triangular piece of ground, without water-front, and containing but about 5,000 square feet, and cannot be purchased except at a most extravagant price, if at all. Moreover, between it and the custom-house is a street of fifty feet width, running to the water, which, I am informed, the corporation would probably refuse to close. Next to Williams lies the Moreno property, which cannot be made available for government purposes, in connexion with the custom-house lot, unless the property of Williams is obtained, and the street referred to closed, which appears to be out of the question.

3. If the custom-house lot is used for the depot, it can only be approached for the conveyance of materials, &c., through the private lots adjoining, or the public streets; whereas, if the ground referred to is purchased, the government will be in possession of a compact property bounded by a public street in the rear, the property of Moreno on the north, and the hospital lands on the south, with an uninterrupted water-front of 955 feet. It would have the right of way to the extensive stone quarries which lie upon the lands belonging to the War Department, and between which and the site of the depot a cheap rail-track could be constructed, by means of which materials for building or

filling could be transported. A track sufficient for such a purpose could be laid of joist (no grading being needed) for three hundred dollars. This expedient for the transportation of stone has been resorted to on several occasions in Key West by individuals, and found to be very efficient and economical.

4th. If the depot is established upon the custom-house lot, the value of all the property lying between it and the hospital will be at once excessively enhanced in the estimation of the present holders of it, and it is quite certain that none of it could hereafter be obtained for naval purposes except at very high rates.

Being convinced, therefore, that it is highly expedient for the department to purchase in the outset a quantity of ground sufficient for its probable future as well as present wants, I respectfully recommend the purchase of the lots contiguous to the hospital, which can be had, as will be perceived by the accompanying proposition, for the sum of ten thousand four hundred dollars, (\$10,400,) with the understanding that the streets intersecting it will be ceded to the government. This offer has been obtained through the medium of Mr. Mallory, who assures me that the price named is very moderate.

The lots are abundantly deep for a coal depot, and, as I should suppose, for any other buildings which the department could ever desire to erect there. Should it be desirable, however, to increase the depth, it can readily be done by filling out. This property being in possession of the government, I would suggest that a coal depot be constructed at the point indicated in the accompanying sketch, and upon the plan described in your instructions. For masonry, I am satisfied that the stone of the island covered with cement will be found an excellent material; and for the wharf, Captain Scarritt, the engineer who is appointed to superintend the construction of the depot, recommends palmetto piles, instead of pine piles coppered.

It will be perceived by his estimate, which I beg to enclose herewith, that the balance of the appropriation, after purchasing the site recommended, say nine thousand six hundred dollars, (\$9,600,) will be sufficient for the completion of the wharf and abutment. I beg to add, Captain Scarritt has had much experience in the construction of wharves at Key West, and that lighters, pile-drivers, diving-bell, and other facilities for such constructions, belonging to the engineer department, are at his command upon the spot.

I have the honor to forward the accompanying sketch, by which the descriptions which I have given will be better understood.

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

GEORGE S. BLAKE,

Commander U. S. Navy.

HON. J. C. DOBBIN,

Secretary of the Navy, Washington City, D. C.

Estimate of the sums required for the support of the office of the Secretary of the Navy for the fiscal year ending June 30, 1855.

For salary of the Secretary of the Navy, per act of March 3, 1853; sec. 4, pamphlet edition of laws, p. 212.....	\$8,000
For salary of the chief clerk, per act of March 3, 1853; pamphlet edition of laws, sec. 3, p. 211.....	2,200
For salary of one fourth-class clerk, per act of March 3, 1853; pamphlet edition of laws, sec. 3, p. 210.....	1,800
For salary of one fourth-class clerk as disbursing clerk, per act of March 3, 1853; pamphlet edition of laws, sec. 3, p. 211.....	200
For salaries of six third-class clerks, per act of March 3, 1853; pamphlet edition of laws, sec. 3, p. 210.....	9,000
For salaries of four second-class clerks, per act of March 3, 1853; pamphlet edition of laws, sec. 3, p. 210.....	4,800
For salary of messenger, per acts of April 30, 1822, sec. 1, Stat. at Large, vol. 3, p. 671; and of March 3, 1851, sec. 1, Stat. at Large, vol. 9, p. 605.....	700
For salary of assistant messenger, per act of April 30, 1822, sec. 1, Stat. at Large, vol. 3, p. 671.....	400
	<hr/>
Total for salaries for fiscal year 1854-'55.....	27,100
Appropriated for fiscal year 1853-'54.....	\$27,100

CONTINGENT EXPENSES.

To blank books, binding, stationery, labor, newspapers, periodicals, and miscellaneous items.....	2,840
Appropriated for fiscal year 1853-'54.....	\$2,840
	<hr/>
Total estimate for fiscal year 1854-'55.....	29,940
	<hr/> <hr/>

Whole amount appropriated for fiscal year 1853-'54..\$29,940

CIVIL.

Salaries.....	\$27,100
Contingent.....	2,840

Estimate of the sums required for the expenses of the Southwest Executive Building for the fiscal year ending June 30, 1855.

For salary of superintendent, per acts of August 26, 1842, sec. 4, Stat. at Large, vol. 5, p. 524; and of Sept. 30, 1850, sec. 1, Stat. at Large, vol. 9, p. 543.....	\$250
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For salaries of four watchmen, per acts of August 26, 1842, sec. 4, Stat. at large, vol. 5, p. 524; of Sept. 30, 1850, sec. 2, Stat. at Large, vol. 9, p. 543; and of August 31, 1852, sec. 1, pamphlet edition of laws, p. 82.....	\$2,000
For labor, fuel, and lights, and miscellaneous items, per act of August 26, 1842, sec. 22, No. 1, Stat. at Large, vol. 5, p. 528	3,865
Total estimate for fiscal year 1854-'55.....	6,115

Appropriated for fiscal year 1853-'54.....\$5,275*

Estimate of the pay of commission and warrant officers of the navy, including the engineer corps, not on duty, for the fiscal year ending June 30, 1855.

For pay of commission and warrant officers of the navy not on duty	\$355,457
Appropriated for fiscal year 1853-'54.....	\$266,196.
For bounty for enlistment to 7,500 men, it being 10 per cent. on their aggregate pay, authorized by general order of Navy Department of May 23, 1853.....	112,500
Appropriated for fiscal year 1853-'54.....	\$108,700.
	467,957

NAVY.

Pay of the navy..... \$467,957

Estimate of the sums required for the transportation of the United States mails, authorized by the acts of Congress approved March 3, 1847, March 3, 1851, and July 21, 1852, for the fiscal year ending June 30, 1855.

For transportation of the mails from New York to Liverpool, and back, per acts of March 3, 1847, section 2, Statutes at Large, vol. 9, p. 187; and of July 21, 1852, section 1, pamphlet edition laws, p. 21.....	\$858,000
For transportation of the mails from New York to New Orleans, Charleston, Savannah, Havana, and Chagres, and back, per act of March 3, 1847, sec. 4, Statutes at Large, vol. 9, p. 188.....	290,000

* The difference between the estimates for 1854-55, and the amount appropriated for 1853-'54, is caused by an increased estimate for "fuel and lights" and "miscellaneous items," the dilapidated condition of the building requiring an increased expenditure every year to keep it warm and in proper repair. The appropriations for the present fiscal year are inadequate to meet the absolutely necessary expenses under these heads.

For transportation of the mails from Panama to California and Oregon, and back, per act of March 3, 1847, section 5, p. 188, Statutes at Large, vol. 9; and of March 3, 1851, section 1, Statutes at Large, vol. 9, p. 623..... \$348,250

1,496,250

Appropriated for the fiscal year 1853-'54.....\$1,496,250

SPECIAL.

Transportation of the mail.....\$1,496,250

CAMBRIDGE, *October 12, 1853.*

SIR: I have the honor to transmit to the department, in compliance with its instructions, the following statement of the expenditure of money for the fiscal year ending 30th June, 1853, and of the whole amount appropriated and expended for the Nautical Almanac to that date:

Amount expended during the fiscal year ending 30th June, 1853..... \$21,529 22

Whole amount appropriated to same date..... 57,650 00

Total expenditure to same date..... 55,491 41

The expenditure during the fiscal year 1852-'53 has been increased beyond the estimate of November 2, 1852, by the printing of the "Tables of the Moon," the cost of which was fully provided for by the means on hand retained for that and similar purposes.

A detailed statement of the current expenses of the work during the present year is also respectfully submitted.

Very respectfully, your obedient servant,

CHARLES HENRY DAVIS,
Lieutenant, Superintendent.

HON. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

[Duplicate.]

Estimates for the American Ephemeris and Nautical Almanac for the fiscal year 1854-'55.

For salaries of computers..... \$16,250 00

For the purchase of paper, printing, &c., in order to publish in the year 1855 the "American Ephemeris" for the year 1853, and for occasional printing, stationery, books, binding, &c..... 3,630 00

For clerk	\$500 00
For contingencies, including rent of office, fuel, servants' hire, &c.	500 00
Total	<u>20,880 00</u>

The above estimate for the Nautical Almanac exceeds the estimate of last year by the sum of \$1,480, for the following reasons:

The cost of printing and stereotyping the first volume, which is the volume for 1855, actually exceeded the estimated cost in the estimates of last year by the following items, viz:

For printing, stereotyping, and press-work	\$700 00
For paper	650 00
For binding	80 00
To which add, for a slight increase of salaries	50 00
Total	<u>1,480 00</u>

But, in accordance with the views expressed in my report, I have the honor to submit a further estimate for printing extra editions of the Almanac when the demand in the market exceeds the supply, and for theoretical work, as follows:

For extra editions of the American Ephemeris	\$800 00
For theoretical work, and for printing new planetary tables	1,000 00
Total	<u>1,800 00</u>

This additional estimate added to the estimate for the regular current work of the office, makes a sum total of. . . \$22,680 00

Very respectfully,

CHARLES HENRY DAVIS,
Lieutenant, Superintendent American Almanac.

OCTOBER 12, 1853.

Detailed estimate of the current expenses of the Nautical Almanac for the fiscal year ending June 30, 1854.

SALARIES OF COMPUTERS.

Professor Peirce	\$2,000
Professor Winlock	1,400
Mr. J. D. Runkle	1,400
Mr. Hedrick	1,200
Mr. Downes	1,000
Mr. Wright	1,000
Mr. Kerr	1,000
Mr. Kendall	900
Mr. Sprague	800
Mr. Oliver	800

Mr. Schubert	\$800
Mr. E. J. Loomis.....	800
Mr. Bradford	600
Mr. N. Loomis.....	600
Mr. Eastwood	500
Miss Mitchell	500
Mr. C. A. Runkle	400
Mrs. Bache	300
Dr. B. A. Gould	250
	<hr/>
	16,250

MISCELLANEOUS.

Stereotyping and printing 600 pages of Nautical Almanac, at \$5 per page	3,000
Paper	650
Rent	300
Stationery	150
Fuel	130
Servant hire.....	120
Binding 1,000 copies of Almanac.....	80
Books.....	50
Contingent	150
	<hr/>
	20,880
	<hr/>

Very respectfully,

CHARLES HENRY DAVIS,
Lieutenant, Superintendent Nautical Almanac.

OCTOBER 12, 1853.

RECAPITULATION.

Civil.

Office of the Secretary of the Navy—	
Salaries	\$27,100
Contingent.....	2,840
Southwest Executive Building—	
Salaries	2,250
Contingent	3,865

Navy.

Pay of the navy	467,957
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Special.

Transportation of the mail.....	1,496,250
Nautical Almanac	22,680

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 12, 1823.

SIR: I have the honor to forward, herewith, estimates of the amounts which it is supposed will be required for the fiscal year ending June 30, 1855, for ordnance and ordnance stores, for the Naval Academy and for the Naval Observatory, and for different objects connected with them.

The letters from the superintendents of the Naval Academy and of the Naval Observatory, and the special explanations which are given in connexion with the several detailed estimates, show the causes of difference between the amounts proposed and those which were appropriated for similar objects for the present year.

The amounts asked for "ordnance and ordnance stores" are calculated for the usual current expenses, and for providing an armanent for the "Franklin," recently ordered to be prepared for the use of sails and an auxiliary steam-power. Should any new vessels of war be authorized, additional amounts will probably be required to complete their armaments and ordnance equipments.

By reference to document E, for the present and past years, the amount of labor at the different navy yards, and its increased cost for the past year, will account for the increased amount which is proposed in the present estimates under the item of labor.

The machine-shop at the Naval Academy, for which a special estimate is presented, is wanted for the instructor in the use of steam-power, to enable him to give to the students a practical knowledge in fitting up and repairing steam-engines, and of the connexions and uses of their different parts.

If the department should adopt the recommendation of the last board of examiners at the Naval Academy, and substitute for the present school-ship a vessel with auxiliary steam-power, the additional instruction which could be afforded by the steam arrangements of that vessel, and by the proposed machine-shop, would probably qualify the graduates from the academy to determine upon and direct repairs, in case of need, when at sea, and to exercise a judicious supervision over the management of the engines and their dependencies, in case of the absence or disability of the regular engineers.

The gate-way and guard-house are desired for reasons assigned by the superintendent of the academy.

The reasons given by the superintendent of the Naval Observatory for the proposed addition to the present observatory building, and for a new fence in front of it, for which "special estimates" are presented, are deemed satisfactory by the bureau.

Among other objects under the immediate direction of this bureau which have received attention during the past fiscal year, the preparation of boat and field guns, of cannon locks, sights and primers, of fuzes for shells, percussion caps and fixed ammunition for small-arms, and the experiments for ascertaining the relative ranges, accuracy, and other properties of different classes of guns, have been continued at

the navy yard at Washington, under the immediate direction of Lieutenant Dahlgren.

The experiments to test the endurance and strength of the different classes of guns, gun-carriages, and other ordnance implements used in the navy, have also been continued under the superintendence of Commander Farragut, and are nearly completed. Although a full report has not yet been received from him, enough has been done to show that the endurance and strength of the guns and the carriages may be considered highly satisfactory. None of the guns that have been tried, have failed to bear four hundred rounds with distant firing charges of powder and one projectile, and one hundred rounds with the prescribed charges of powder and two projectiles. After this proof, their strength was tested by firing them with increased charges of powder and a greater number or weight of projectiles. All of them have exhibited satisfactory powers of resistance, and some have shown a strength which has seldom been equalled.

The great importance of some provision for giving more careful instruction to officers and others in practical gunnery, than can be conveniently given in cruising vessels for general service, has frequently been brought to the notice of the department. The proposed substitution of a larger vessel for the present practice-ship, now assigned to the Naval Academy, would furnish the means for giving this instruction about six months in the year, without injurious interference with the use of the vessel for the students of the academy, and at a comparatively small additional expense.

The reports from the board which attended the examination of the students at the Naval Academy in June last, show that the course of study and the state of discipline which are established there have produced very satisfactory results, and warrant the expectation of increasing future usefulness.

At the Naval Observatory the ordinary duties have been duly performed. A fifth edition of sailing directions has been published, and many of them issued by the superintendent; and wind and current charts for new portions of the ocean have been prepared for the use of navigators. More than 2,500 copies of sailing directions, and upwards of 33,000 copies, or about 3,300 sets, of wind and current charts, have been distributed during the last fiscal year. The requests for both, from masters of vessels, are rapidly increasing in number.

Lieutenant Gilliss is still engaged in preparing a full report in relation to the observations and collections made by him, and by his direction, when he was employed in Chili under orders from the Navy Department.

Very respectfully, your obedient servant,

C. MORRIS,
Chief of the Bureau.

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

Summary of the estimates from the Bureau of Ordnance and Hydrography for the fiscal year ending June 30, 1855.

For what objects	Amount estimated for year ending June 30, 1855.	Amount appropriated for year ending June 30, 1854.
A.—For pay and contingent expenses of the bureau.....	\$11,550	\$11,550
B.—For pay of officers on ordnance duty.....	20,700	22,200
C.—For ordnance and ordnance stores.....	250,000	200,000
F.—For the purchase of articles, and incidental expenses connected with the Hydrographical Office and Naval Observatory.....	55,260	51,900
F1.—Special estimate for extending west wing of observatory building, and for iron fence, &c.....	28,750	
G.—For pay of superintendent and officers on duty at the Hydrographical Office and Naval Observatory.....	39,200	34,000
H.—For the erection, repair, &c., of buildings, and for contingent expenses of the Naval Academy.....	53,768	46,059
I.—For pay of officers, &c., at the Naval Academy.....	87,205	78,465
Special appropriation for purchase of land, building hospital, &c., Naval Academy.....	.....	38,000
Total.....	546,433	482,174

D.—Statement of value of stores on hand, and values received and expended, from July 1, 1852, to June 30, 1853.

E.—Statement of amount and cost of labor from July 1, 1852, to June 30, 1853.

J.—Statement of contracts for year ending June 30, 1853.

K.—Scales of offers to furnish timber, &c., during the year ending June 30, 1853.

C. MORRIS,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 12, 1853.

A.—*Estimate of the amount required for the support of the Bureau of Ordnance and Hydrography for the year ending June 30, 1855, under acts of Congress approved August 31, 1842, and March 3, 1853.*

For salary of chief of bureau.....	\$3,500
For salary of one clerk of the fourth class.....	1,800
For salary of four clerks of the second class, including the draughtsman, at \$1,200.....	4,800
For salary of messenger.....	700
	10,800
Amount appropriated for year ending June 30, 1854....	10,800
CONTINGENT EXPENSES.	
For blank books and stationery.....	\$500
For miscellaneous items and labor.....	250
	750
Amount appropriated for year ending June 30, 1854....	750

C. MORRIS,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 12, 1853.

B.—*Estimate of pay required for officers proposed to be employed on ordnance duty, for the year ending June 30, 1855.*

One captain, as inspector.....	\$3,500
Two commanders, as assistant inspectors.....	4,200
One lieutenant, as assistant inspector, charged with experiments in gunnery at the Washington navy yard.....	2,500
Seven lieutenants, at \$1,500.....	10,500
	*20,700
Amount estimated for year ending June 30, 1854.....	22,200

* This reduction is produced by employing only seven, instead of eight, lieutenants.

C. MORRIS,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 12, 1853.

C.*—*Estimate of the ordnance and ordnance stores required for the navy, and for contingent expenses, for the year ending June 30, 1855.*

For cannon.....	\$40,000 00
For boat-guns and equipments	15,000 00
For gunpowder	15,000 00
For shot and shells	20,000 00
For powder-tanks	20,000 00
For gun-carriages and materials.....	25,000 00
For laboratory stores, and for articles of equipment for guns	20,000 00
For small-arms, swords, &c.....	20,000 00
For labor not included in the above.....	50,000 00
For contingent expenses, viz: Printing, binding, adver- tising, freight, and transportation; portorage, storage, and agencies; experiments for ascertaining the endu- rance, ranges, &c., of cannon.....	25,000 00
	<u>250,000 00</u>
Amount appropriated for year ending June 30, 1854...	200,000 00

* The sums asked, although they give in the aggregate a larger amount than the last appropriation, are considered necessary for the objects stated.

C. MORRIS,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 12, 1853.

D.—Statement of cost, or estimated value, of stores on hand at the several navy yards, July 1, 1852; of articles received and expended from June 30, 1852, to June 30, 1853; and of those remaining on hand July 1, 1853, which are under the direction of the Bureau of Ordnance and Hydrography.

Navy yards.	On hand July 1, 1852.	Receipts.	Expenditures.	On hand July 1, 1853.
Portsmouth.....	\$89,050 40½	\$4,731 39	\$2,027 43	\$91,754 36½
Boston.....	565,546 69	112,794 00	56,243 65	622,097 04
New York.....	636,336 99	168,566 31	205,609 79	599,293 51
Philadelphia.....	32,090 08	10,645 55	6,842 43	35,893 20
Washington.....	169,313 42½	104,675 15	130,895 61½	143,092 96
Norfolk.....	785,938 20	133,850 27	160,876 66	758,911 81
*Pensacola.....	137,024 04	2,483 43	1,263 73	138,243 74
Memphis.....	2,695 48	84 04	84 04	2,695 48
On the lakes.....	38,746 48	.....	.....	38,746 48
Total.....	2,455,741 79	537,830 14	563,843 34½	2,430,828 58½

* Return for June, 1853, not received.

C. MORRIS,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 12, 1853.

E.*—Statement of the number of days' labor, and cost thereof, from July 1, 1852, to July 1, 1853, at the respective navy yards, chargeable to the Bureau of Ordnance and Hydrography.

Navy yards.	No. of days' labor.	Cost of labor.	Average per day.
Portsmouth.....	604	\$867 43	\$1 43
Boston.....	10,725½	18,136 81	1 68
New York.....	13,419	20,442 94	1 52½
Philadelphia.....	2,476½	3,951 10	1 59
Washington.....	44,731½	65,021 09	1 45½
Norfolk.....	22,033½	33,774 67	1 54
Pensacola.....	845	1,539 15	1 82
Memphis.....	3	3 00	1 00
Total.....	94,837½	143,736 19	1 52

*This table shows a general advance in the rate of wages for the fiscal year ending June 30, 1853, over that for the preceding year; and there is no reason for expecting any reduction.

C. MORRIS,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 12, 1853.

NATIONAL OBSERVATORY,

Washington, July 12, 1853.

SIR: I have the honor to submit herewith estimates for the support of this office for the year ending June 30, 1855.

You will observe that the estimates for the support of the office, exclusive of the cost of the additional buildings proposed, exceed the estimates for the year current. This excess arises chiefly in the estimates for publishing wind and current charts, hydrographical surveys, &c.

It is supposed that the expedition to the La Plata, and the expedition for the survey of the North Pacific and China seas, will send home their surveys for publication as fast as they are made, and that the increase in this item will not more than satisfy the demands from that source upon it.

The increasing numbers of, and demands for, the wind and current charts, call for the increase in this item.

I send herewith plans and detailed estimates for the extension of the west wing, the erection of a fire-proof building, &c.

This building is intended to correspond, in its exterior, to the Superintendent's dwelling, and is wanted for the accommodation of the business of the office, as well as for the protection against liabilities to fire, of the records of the office, and of the nautical instruments on deposit here for the navy, both of which are valuable, and either of which it would be difficult to replace or restore if lost by fire.

The estimate for an iron fence along the north front of the grounds is submitted at this time, because the enclosure on that side—a picket-fence of wood, on a brick wall $1\frac{1}{2}$ foot high—requires extensive repairs. The wall is tumbling down, and the fence requires painting, besides the continual necessity of keeping it in repair. I have, therefore, judged it more economical, instead of asking for an appropriation to put this part of the enclosure in repair, to ask for an appropriation for an iron fence.

A fence of cast iron would be cheaper, but a cast-iron fence would, I am sure, be subject to continual repair, on account of the wantonness of the same class of persons from whose depredations I have found it impossible to protect the picket-fence.

I have, therefore, submitted estimates for a wrought-iron fence, like that by which Lafayette square is enclosed.

Respectfully, &c.,

M. F. MAURY,
Lieut. United States Navy.

Com. C. MORRIS,

Chief of the Bureau of Ordnance and Hydrography.

F.—*Estimate of the amount required for the Hydrographical Office and United States Naval Observatory for the year ending June 30, 1855.*

For the purchase of nautical instruments required for the use of the navy; for the repairs of the same, and for the repairs of astronomical instruments.....	\$10,500 00
For the purchase of nautical books, maps, and charts, and for backing and binding the same.....	15,000 00
For printing and publishing sailing directions, hydrographical surveys, and astronomical observations.....	8,000 00
For continuing the publication of the series of wind and current charts, and for defraying all the expenses connected therewith.....	12,500 00
For models, drawings, and copying, \$1,000; for postage, freight, and transportation, \$1,300; for working lithographic press, including chemicals, \$300; for keeping grounds in order, \$1,800; for fuel and lights, repairs of buildings, and for all other contingent expenses of the Hydrographical Office and United States Naval Observatory, \$1,700.....	6,100 00
For the wages of the following persons, proposed to be employed at the Hydrographical Office and United States Naval Observatory, viz: One lithographer, \$900; one instrument maker, \$900; two watchmen, at \$500 each; and one porter, at \$360.....	3,160 00
	<hr/>
	*55,260 00
Amount appropriated for year ending June 30, 1854.....	51,900 00
	<hr/>
Excess of estimates for 1854-'55 over those for 1853-'54.	3,360 00
	<hr/> <hr/>

Causes of excess.

Addition for purchase of books, maps, and charts, and for backing and binding the same.....	\$2,500
Addition for publishing sailing directions, hydrographical surveys, and astronomical observations.....	2,500
Addition for continuing publication of wind and current charts.....	2,500
	<hr/>
	7,500

* See Lieutenant Maury's letter for the causes of this increase.

Deduct \$500 for purchase and repair of instruments; \$100 for working lithographic press; \$200 for postage, freight, &c.; \$40 for keeping grounds in order; and \$800 for fuel and lights.	\$1,640
	<hr/> 5,860
Deduct, also, for gas-pipes, gas-fixtures, &c., not included in estimates for 1854-'55.....	2,500
	<hr/> \$3,360 00

F 1.—*Special estimate.**

For extending west wing of observatory building, coal-vault and portico, as per plans submitted.....	\$20,600 00
For wrought-iron fence for the north enclosure of the observatory, similar to that around Lafayette square.....	8,150 00
	<hr/> 28,750 00

C. MORRIS,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 12, 1853.

* See letter from Lieutenant Maury, and of Chief of the Bureau.

G.—*Estimate of the amount required for the pay of officers and others proposed for duty at the Hydrographical Office and United States Naval Observatory, for the year ending June 30, 1855, chargeable to the general appropriation for the "pay of the navy."*

One lieutenant as superintendent.....	\$3,000 00
Ten lieutenants, at \$1,500 each.....	15,000 00
Eight passed midshipmen, at \$750 each.....	6,000 00
Eight professors of mathematics, at \$1,500 each.....	12,000 00
One assistant observer, (civil,) at \$2,000.....	2,000 00
One clerk, (civil,) at \$1,200.....	12,000 00
	<hr/> 39,200 00
Amount appropriated for year ending June 30, 1854.....	34,000 00
	<hr/> 5,200 00

Causes of excess.

Addition of one lieutenant.....	\$1,500
Addition of two professors of mathematics.....	3,000
Increase of pay allowed by last Congress to the assistant observer.....	500
Increase of pay allowed by last Congress to the clerk.....	200
	\$5,200 00

C. MORRIS,
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 12, 1853.

U. S. NAVAL ACADEMY,
Annapolis, Md., July 30, 1853.

SIR: In compliance with your instructions of the 18th of May, I submit estimates for the Naval Academy for the fiscal year ending June 30, 1855.

The estimate for a work-shop, and complete set of tools for repairing engines, is founded upon the approval by the board of examiners of my suggestion to them, of the importance of such a shop, with the necessary tools, to enable the instructors to teach the students, more thoroughly than could otherwise be done, the use, construction, and management of the steam-engine.

The guard-house, to be used as a place of confinement, I deem necessary as a means of discipline. Cases frequently arise where no other lawful mode of punishment would be effectual.

The estimate for completing the gas works, &c., is occasioned by the increased price of iron, wages, and materials, since the original estimate was made.

The estimate for a telescope is submitted upon the recommendation of Prof. Chauvenet. Such an instrument will be necessary if we desire the higher classes to be instructed in astronomy: without it, they cannot be taught fully how to use such instruments.

I have included in the estimate for wages an amount for an assistant librarian. This I consider necessary, as there is no member of the academic staff who can devote sufficient time to it without neglecting other duties.

I have also submitted estimates for attendants for the gas and heating apparatus. Their services will be required when those works are in operation. There is no person estimated for, whose services can, in my judgment, be dispensed with.

"Pay of the navy." These estimates embrace some persons in addition to those estimated for the present fiscal year, and an increase of compensation for others: all authorized by the Secretary of the Navy.

These additions are, a professor, and musicians, and the increase of pay to naval assistant professors.

The increase of pay to the executive officer and commander of the "school-ship" is occasioned by his promotion.

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

C. K. STRIBLING,
Superintendent.

Com. C. MORRIS,
Chief of the Bureau of Ordnance, &c., Washington.

H.*—*Estimate of the amount required for the erection and repairs of buildings, for the improvement and preservation of the grounds, and for contingencies, at the Naval Academy, for the fiscal year ending June 30, 1855.*

New gate and guard-house	\$3,225 00	
Workshop for repairing engines.....	5,000 00	
Completing gas works, and extending gas-pipes to officers' quarters	3,000 00	
Grading, filling in low grounds, and keeping public grounds in order	10,000 00	
Repairs of all kinds	5,000 00	
		\$26,225 00

For the wages of the following persons, viz :

Six watchmen, at \$1 12 per day, each	2,463 75	
One messenger.....	250 00	
One attendant at recitation hall, at \$18 per month.....	216 00	
One attendant at chemical laboratories, at \$18 per month.....	216 00	
One attendant at library, observatory, and chapel, at \$18 per month	216 00	
One attendant for gas and heating apparatus, at \$1 50 per day....	547 50	
One assistant attendant for gas and heating apparatus, at \$1 per day	365 00	
One assistant librarian.....	500 00	
Ten laborers to attend and keep in order midshipmen's quarters and public grounds.....	1,593 75	
		6,368 00

Contingent expenses.

Fuel and lights.....	2,500 00	
Purchase of books for library	2,000 00	
Stationery, blank books and forms.....	500 00	
Furniture and fixtures for public buildings.....	5,000 00	
Complete set of tools for repairing engines, to be used in instruction.....	5,000 00	
Equatorially mounted telescope, of about 10 feet focal distance, including charges to Annapolis	4,000 00	
Electric clock, on improved plan, and fixtures.....	200 00	
New theodolite.....	275 00	
Incidental repairs and expenses in mathematical department.....	200 00	
Incidental repairs and expenses in philosophical department.....	500 00	
All other incidental expenses.....	1,000 00	
		21,175 00
		53,768 00
Amount appropriated for year ending June 30, 1854.....		46,059 00
Excess of 1854-'55 over 1853-54.....		7,709 00

* See letter of Capt. Stribling, and of chief of bureau.

Causes of excess.

Addition for wages of persons to be employed.....	\$1,309 00	
Addition for purchase of tools for repairing engines and instruments.....	8,175 00	
		9,484 00
Deduct difference in item for buildings and repairs, &c.....	1,775 00	
		<u>\$7,709 00</u>

C. MORRIS, *Chief of the Bureau.*BUREAU OF ORDNANCE AND HYDROGRAPHY, *September 12, 1853.*

I.—*Estimate of the amount required for the pay of officers and others proposed for duty at the Naval Academy for the year ending June 30, 1855, and chargeable to the general appropriation for the "pay of the navy."*

One commander, as superintendent.....	\$2,500 00
One commander, as executive officer and commanding "school-ship".....	2,500 00
One lieutenant, assistant to executive officer.....	1,500 00
One surgeon.....	2,000 00
One chaplain.....	1,500 00
One master, inspector of mess-hall, and assistant professor.....	1,000 00
One professor of mathematics.....	1,500 00
One professor of astronomy, navigation, and nautical surveying.....	1,500 00
One professor of gunnery and infantry tactics.....	1,500 00
One professor of natural and experimental philosophy.....	1,500 00
One professor of ethics and English studies.....	1,500 00
One professor of the French language.....	1,500 00
One professor of the Spanish language.....	1,500 00
One professor of drawing and teacher of the art of defence.....	1,500 00
Three assistant professors of mathematics, (acting masters,) at \$1,000 each....	3,000 00
Two assistant professors of ethics, at \$1,000 each.....	2,000 00
One assistant professor of natural and experimental philosophy.....	1,000 00
One assistant professor of French.....	1,000 00
One assistant professor of Spanish, (acting master).....	1,000 00
One secretary.....	1,250 00
One clerk to superintendent.....	500 00
One carpenter.....	700 00
One hundred and forty midshipmen as students, at \$350 each.....	49,000 00
One gunner's mate.....	300 00
One hospital steward.....	360 00
One coxswain.....	288 00
One steward, for midshipmen's mess.....	288 00
One cook, for midshipmen's mess.....	216 00
One seaman.....	217 00
One ordinary seaman, attendant at hospital.....	193 00
One master of the band.....	288 00
Six musicians of the first class.....	1,302 00
Five musicians of the second class.....	965 00
	<u>86,867 00</u>
One drummer and one fifer, payable from the appropriation for the marine corps.....	338 00
	<u>87,205 00</u>
Total.....	87,205 00
Amount appropriated for year ending June 30, 1854.....	78,465 00
	<u>8,740 00</u>
Excess of 1854-'55 over 1853-'54.....	8,740 00

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Causes of excess.

Promotion of executive officer.....	\$700 00
Promotion of assistant to executive officer.....	500 00
Increase for length of service to surgeon.....	200 00
Advancement of assistant to professor of Spanish.....	300 00
Addition of one professor of astronomy, navigation, &c.....	1,500 00
Addition of one assistant professor of natural and experimental philosophy.....	1,000 00
Promotion of passed midshipmen to masters for three assistant professors of mathematics.....	750 00
Promotion of one passed midshipman to master for assistant professor of Spanish.....	250 00
Addition of band, one seaman, one ordinary seaman, and transfer of stewards and cooks from daily wages to navy pay.....	3,757 00
	<hr/>
	8,957 00
Deduct for bugler, omitted for 1854-'55.....	217 00
	<hr/>
	8,740 00
	<hr/> <hr/>

C. MORRIS, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *September 12, 1853.*

J.—Statement of contracts entered into by the Bureau of Ordnance and Hydrography during the year ending June 30, 1853.

Names of contractors.	Articles contracted for.	Place of delivery.	Date of contract.	Expiration of contract.	Price.	Amount of contract.
John Petty.....	Gun-carriage timber and handspikes.	Norfolk	July 23, 1852	July 1, 1853	Timber, \$45 per M feet; 500 handspikes, 25 cents each; 500 handspikes, 40 cents each.	\$4,101 13
S. G. Bogert	Gun-carriage timber and handspikes.	New York	July 26, 1852	.....do.....	Timber, \$50 per M feet; handspikes, 40 cents each.	4,395 70
S. G. Bogert	Gun-carriage timber.	Boston .....	.....do.....	.....do.....	\$55 per M feet.....	4,615 27
D. Eggert & Son	Rating chronometers, &c.....	Brooklyn	Aug. 27, 1852	June 30, 1854	Rating, \$3; cleaning, \$10 each..	Not stated.
Franck Taylor.....	Quills	Washington.....	Aug. 31, 1852	Aug. 1, 1853	\$4 75 per M.....	4,750 00
E. J. Du Pont, de Nemours, & Co.	Powder, musket and cannon ..	Norfolk	Nov. 27, 1852	May 1, 1853	12½ cents per pound	6,562 50
Loomis, Swift, & Masters...	.....do.....do.....	Boston	Nov. 29, 1852	.....do.....	13 cents per pound	6,825 00
J. P. Garesché .....	.....do.....do.....	New York	Dec. 3, 1852	.....do.....	12½ cents per pound	6,562 50
Thomas Lewis.....	Repairing observatory wall ...	Washington.....	Feb. 16, 1853	May 31, 1853	22, 51, and 76 cents per running foot.	1,400 00
Stephen G. Bogert	Lumber .....	.....do.....	June 16, 1853	Aug. 1, 1853	Different prices	1,852 00
Howell & Morsell.....	Drugs, &c., &c., &c.....	.....do.....	June 20, 1853	.....do.....	.....do.....	283 87
Charles A. Secor & Co.....	Iron, steel, and miscellaneous.	.....do.....	June 25, 1853	.....do.....	.....do.....	4,522 71

BUREAU OF ORDNANCE AND HYDROGRAPHY, September 12, 1853.

C. MORRIS, Chief of Bureau.

K.—Scale of offers to furnish timber under the advertisement of the Bureau of Ordnance and Hydrography, dated June 4, 1852, to be delivered at the navy yards at Charlestown, Mass., Brooklyn, N. Y., and Gosport, Va., one-half on or before the 1st of April, 1853, and the whole on or before the 1st of July, 1853.

AT CHARLESTOWN, MASSACHUSETTS.

White oak for axle-trees, brackets, and transoms—83,914 feet, board measure, and 500 hickory handspikes.

Number.	Names of bidders.	Price per 1,000 feet for white oak, and price for each handspike.	Total amount.	
			For white oak.	For handspikes.
*1	S. G. Bogert, New York— For white oak.....	\$35 00	\$4,615 27	.....
	For handspikes.....	50		
2	Fred. A. Southmayd, New York— For white oak.....	56	.....	280 00
	For handspikes.....			
3	Jos. L. Ross, Boston— For white oak.....	60 00	5,034 84	.....
	For handspikes.....	75		
4	John Petty, Norfolk, Va.— For white oak.....	65 00	5,454 41	.....
	For handspikes.....	40		
†5	William Lang, Boston— For white oak.....	59 50	4,992 88	.....
	For handspikes.....	Indistinct.		
8	Storer & Stephenson, New York— For white oak.....	65 00	5,454 41	.....
	For handspikes.....	1 00		

* Accepted.

† Number 5 came under cover to Bureau of Construction. The price for the handspikes has been altered, and is not clearly legible. The addition appears to be incorrect; for the sum asked in words at length for the whole is less than the sum shown in figures for the white-oak stuff alone.

Scale of offers to furnish timber, &c.—Continued.

AT BROOKLYN, NEW YORK.

White oak for axle-trees, brackets, and transoms—83,914 feet, board measure, and 500 hickory handspikes.

Number.	Names of bidders.	Price per 1,000 feet for white oak, and price for each handspike.	Total amount.	
			For white oak.	For handspikes.
6	John Petty, Norfolk, Va.— For white oak	\$60 00	\$5,034 84	.....
	For handspikes	40	.....	\$200 00
7*	S. G. Bogert, New York— For white oak	50 00	4,195 70	.....
	For handspikes	40	.....	200 00
8	Storer & Stephenson, New York— For white oak	65 00	5,454 41	.....
	For handspikes	90	.....	450 00
9	Fred. A. Southmayd, New York— For white oak .....	.....	.....	.....
	For handspikes	49	.....	245 00
10	David D. Barber, Penn's Grove, Salem county, New Jersey— For white oak	69 00	5,790 06	.....
	For handspikes .....	.....	.....	.....

* Accepted.

AT GOSPORT, VIRGINIA.

White oak for axle-trees, brackets, and transoms—83,914 feet, board measure, and 500 hickory handspikes.

Number.	Names of bidders.	Price per 1,000 feet for white oak, and price for each handspike.	Total amount.	
			For white oak.	For handspikes.
8	Storer & Stephenson, New York— For white oak	\$60 00	\$5,034 84	.....
	For handspikes	85	.....	\$425 00
11	Hannum & Painter, Sandy Point, Del.— For white oak	60 00	5,034 84	.....
	For handspikes .....	.....	.....	.....
12	S. G. Bogert, New York— For white oak	50 00	4,195 70	.....
	For handspikes	50	.....	250 00
13†	John Petty, Norfolk, Va.— For white oak	45 00	3,776 13	.....
	For handspikes	25	.....	125 00

† Accepted.

Offers opened July 14, 1852, in presence of—

J. P. McCORKLE,
E. M. TIDBALL.

The proposals enumerated in this abstract are all that were received under the advertisement dated June 4, 1852. They were opened in our presence, and duly numbered, and the terms of each entered upon this abstract on the 14th July, 1852.

The offer of S. G. Bogert, numbered 1, being the lowest for the white-oak timber to be delivered at Charlestown, Massachusetts, is accepted.

The offers of S. G. Bogert, numbered 7, being the lowest for the white-oak timber to be delivered at the navy yard, Brooklyn, New York, and equal with the offer of John Petty, numbered 6, for the handspikes, and this having fallen to S. G. Bogert by lot, the offer of S. G. Bogert is accepted for the white-oak timber and for the handspikes for that yard.

The offers of John Petty, numbered 13, being the lowest for both the white-oak timber and the handspikes to be delivered at the navy yard, Gosport, Virginia, they are severally accepted for that yard; and his offer, numbered 4, for handspikes to be delivered at the navy yard, Charlestown, Massachusetts, being the lowest offer for that yard, is also accepted.

The offer of William Lang (No. 5) is considered informal.

C. MORRIS, *Chief of Bureau.*

J. P. McCORKLE, *Clerk.*

E. M. TIDBALL, *Clerk.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,

July 15, 1852.

K.—*Schedule of offers for lumber, hardware, &c., to be delivered at the navy yard, Washington, under advertisement of navy agent at Washington, dated April 18, 1853. Offers received until June 6, 1853.*

CLASS No. 1.—Lumber.

1	Stephen G. Bogert.....	\$1,852 00	No certificate as to guarantors.
2	H. N. & J. W. Easby.....	2,050 50	
3	James Bigler.....	2,106 50	Error of 50 cents in extension. No certificate of guarantors.
4	Jos. M. Trowbridge.....	2,206 50	

CLASS No. 2.—Iron, steel, ironmongery, &c.

5	Stephen G. Bogert.....	\$4,746 80	Error of \$1 47 by inserting 3 instead of 2 dozen 6-inch hand bastard files.
6	E. Wheeler.....	4,604 61	
7	Howe & Brown.....	4,789 71	
8	Charles A. Secor & Co.....	4,453 81	

K.—*Schedule of offers for lumber, hardware, &c.*—Continued.CLASS No. 3.—*Drugs, chemicals, &c.*

9	Howell & Morsell	\$283 87½	Error of \$1 in addition. No certificate as to guarantors.
10	Z. D. Gilman	333 73	
11	A. G. Ridgeley.....	356 70	

CLASS No. 4.—*Miscellaneous.*

12	Charles A. Secor & Co	\$68 90	Error in quantity of sash rope of 30 fathoms, amount \$1 80 added to aggregate. Offers for 120 fathoms instead of 150 fathoms, at 6 cents per fathom.
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Opened in presence of—

C. MORRIS,
CHAS. WM. SKINNER,
J. P. McCORKLE.

The offer No. 1 of Stephen G. Bogert is accepted for class No. 1.

The offer No. 8 of Charles A. Secor & Co. is accepted for class No. 2.

The offer No. 9 of Howell & Morsell is accepted for class No. 3.

The offer No. 12 of Charles A. Secor & Co. is accepted for class No. 4.

C. MORRIS,

Chief of the Bureau of Ordnance and Hydrography.

BUREAU OF ORDNANCE AND HYDROGRAPHY, June 13, 1853.

RECAPITULATION OF ESTIMATES.

Civil.

Salaries	\$10,800
Contingent	750

Navy.

Pay of the navy	147,105
Ordnance and ordnance stores	250,000

Special.

Nautical books, hydrographical office, &c.....	\$4,010
Naval Academy	53,768

No. 3.

BUREAU OF YARDS AND DOCKS,

October 31, 1853.

SIR: In compliance with your directions, I have the honor to submit my annual report of the progress and state of the works of improvement, &c., at the several navy yards for the last fiscal year ending 30th June, 1853, together with estimates for the improvements and repairs that are deemed necessary at the several navy yards and dry docks for the next fiscal year ending June 30, 1855, with such remarks and explanations as will, I trust, make apparent the necessity for the several improvements embraced in the estimates.

Although the aggregate amount estimated by this bureau seems to be large, it will be remembered that there are nine navy yards and six dry docks, to be always kept in such condition and repair as would be necessary to enable the department to meet any and every emergency requiring their full operation.

Besides the ordinary and usual repairs and improvements, it is, in the opinion of the bureau, advisable to advance in this branch of the government with the progress of the age, whilst its revenues afford such abundant means, by erecting large and permanent structures, such as buildings for foundries, machine-shops, quays, piers, store-houses, &c., upon the latest and most approved plans. Such structures will enable the department to construct and repair within our own dock-yards all the steam-engines that may be required for the vessels of the navy, and afford ample and safe accommodation for vessels and for the preservation and protection of the building materials, a supply of which it is sound policy and good economy to keep on hand. The mistakes which have been made in, and the inefficiency of some of our steam-vessels, make the necessity of such improvements very evident; I have, therefore, in accordance with your directions, prepared estimates for the commencement of these buildings, to be erected at the navy yards at Boston, New York, and Norfolk, which are respectfully submitted.

~~Under the head of each yard I offer such explanatory notes as will~~ furnish satisfactory information as regards the works which have been completed during the past year, as well as those now in progress, and as regards the works also which are contemplated for the ensuing fiscal year. These notes will, I also trust, satisfactorily explain the estimates now submitted.

PORTSMOUTH, N. H.

Since the 30th June, 1852, the machinery and tools for the smithery have been erected and put in successful operation; the magazine wharf and filling in low grounds have also been finished, and furnish a convenient landing for powder, and easy access to the magazine. The amount expended on these objects during the fiscal year ending the 30th June, 1853, is \$247 94.

The other authorized works upon which progress has been made during the past year, are: Wall west of timber-sheds 6 and 7, which is finished, and the filling and grading necessary to render it useful are

nearly completed. The walls of the engine-house are finished, and the interior work is in progress; to prepare the foundation for the machinery and erect a chimney, an additional appropriation will be required: the engine and machinery for this building are now making at this yard. All the smith's and joiner's work for the timber-shed has been prepared, the excavation of the foundation is nearly completed, and the masonry is commenced. The foundations for shoring ships upon the floating-dock railway is about three-fourths finished, and the amount appropriated will be sufficient for its completion. The work upon these several objects has advanced in a satisfactory manner; due regard has been had to the preservation of the public property by making such general repairs to the existing improvements as were required; and on all the above objects, including those which have been completed, there has been expended during the fiscal year ending 30th June, 1853, the sum of \$31,281 28.

Estimates are submitted for the next fiscal year for the following objects, viz: Quay wall on the north and west side of the dock basin; completing engine-house for the reception of machinery; coal-house; repairing and finishing timber slip; removing ledge; tools for smiths and machinists; granite launching and hauling-up ways in ship-house No. 4; cisterns for officers' quarters; addition of 50 feet to ship-house No. 4; and for repairs of all kinds—amounting to the sum of \$94,190.

These works are all deemed of importance, and will add much to the efficiency of the yard. The quay walls on the north and west sides of the dock basin are of much importance, as their connexion with the basin renders them necessary for the protection and also for the convenient use of this part of the yard, and for the working of the floating dock.

The amount asked for the completion of the engine-house is required for the erection of a large chimney and the construction of foundations for the machinery now making for this building; when completed, the engine-house will be one of the most useful buildings in the yard, affording facilities for the rapid and economical execution of ship-work. The coal-house is much wanted, as there is at present no suitable place in the yard for the stowage and protection of this article. The completion of the timber slip will add greatly to the facilities for landing timber, and be a great improvement to that portion of the yard. The amount asked for removing ledge is very desirable to afford convenient access to several important works, and this object should be steadily pursued until the ledge is reduced to a proper grade. The tools required for the smiths and machinists are necessary for the expeditious and economical performance of the work in those departments.

The launching and hauling-up ways in ship-house No. 4 should be built of granite; they are required for convenience and safety, and will furnish a desirable working space in building ships. A small amount is asked for cisterns for officers' quarters, which is highly necessary. The addition to ship-house No. 4 is indispensable, as the present building is not of sufficient length to accommodate steamers of the largest class; and the ship Franklin, now undergoing repairs in this house, will not be entirely covered by the present roof. The amount asked for

repairs of all kinds, is such as will be required for the proper and careful preservation of the public property.

BOSTON.

The works completed at this yard during the past fiscal year are store-house No. 36, stone skids to timber-sheds, sail-loft and cordage store, and paving around the same. These works are all of a substantial and permanent character, and have been completed for the amounts originally estimated for them. The amount expended during the past year is \$6,921 15.

The other authorized works in progress are the pitch-house and oakum loft, and the muster office, both of which are nearly finished. The amount expended upon all authorized improvements, including such repairs as were required upon the existing works during the fiscal year ending 30th June, 1853, is \$29,883 37.

Plans and estimates are submitted for the next fiscal year for the following objects, viz: Machine-shop, smithery, foundry, and forge-shop; boiler-house and chimney, coal-house, stone wall on north side of timber-dock; paint-shop; completing cooperage and store-house; paving between sheds 31 and 32; rebuilding boiler room for dry-dock engine; paving in front of cooperage; gas-pipes and fixtures for the yard and buildings; completing muster office and pitch-house, stables, anchorage, new steam-engine for dry-dock, and for repairs of all kinds—amounting to the sum of \$250,900.

The great inconvenience, expense, and delay, which have been experienced in the construction and repairs of steam-engines and other machinery, by contract with private establishments, illustrate the importance and necessity of providing means for the execution of such work with more expedition and certainty. The wants of the service in this respect are constantly increasing, and it is believed that the erection of establishments for the construction of heavy engines at some of the principal yards, is the only proper method by which the exigencies of the service can be promptly and economically provided for; and for this reason the amount asked for the machine-shop, smithery, foundry, and forge-shop, and for the boiler-house and chimney, is most strenuously urged. The coal-house is required for the protection of the smiths' coal; the stone wall along the north side of the timber-dock is necessary for the security of that part of the yard. The amount asked for the paint-shop is much wanted, the present shop being situated in an inconvenient position, in one of the store-houses, where large quantities of clothing and other dry articles are constantly stored; and as fire recently originated in one of the paint-shops from spontaneous combustion, causing great loss of property, it was deemed prudent to construct a paint-shop separately from the other buildings. The cooperage and store-house is an important object, and the amount asked for it is much wanted. The present cooperage is an old wooden building, in dangerous proximity with other valuable stores, and should be removed as speedily as possible. The paving between sheds Nos. 31 and 33 will greatly facilitate the transportation of heavy articles over this part of the yard. The boiler-house for the dry-dock engine was

built upon an insecure foundation, and requires to be rebuilt and enlarged. It is proposed to light the yard with gas, and for this purpose an estimate of the cost of pipes and fixtures has been made, and is submitted as a desirable improvement. For the completion of the muster office and pitch-house, a small additional appropriation is required. The cost of these buildings has exceeded the original estimate, owing to some unexpected difficulties in obtaining good foundations, and to the advance in the cost of labor and materials. The stables attached to the officers' quarters are a collection of old wooden buildings in the vicinity of the spar shed, and endanger much valuable property. It is proposed to remove them and erect other more secure and suitable buildings.

The amount asked for the anchor-hoy and water-tank is much wanted.

The steam-engine for draining the dry dock has been in pretty constant use for some twenty years, and now requires very extensive repairs. It is believed to be economy to remove this old engine and replace it with a new one of more modern construction and greater power. The amount asked for repairs, of all kinds, will be required to meet the expenses under this head at this extensive and important station.

NEW YORK.

The cisterns, gutters and leaders filling in part of the timber-pond, gas-pipes and fixtures, and the lightning conductors, have been completed since the 30th of June, 1852, and for these objects there has been expended the sum of \$10,300 30.

During the past year the dredging machine has been employed in front of the dry dock. The channel has been dredged to the depth of twenty feet below low tide, and the machine is now at work preparing the line for the quay wall. The piling for the pier near the entrance of the dry dock, which is connected with the quay wall, has been completed, and a large quantity of concrete brought up to low-water mark in readiness for the masonry. A large portion of the stone for this work is prepared for use. The paving and flagging appropriated for has been nearly completed, and adds much to the facilities for transporting heavy articles. The cob-wharf has been extended from the dry dock easterly to a point near the south line of the saw-mill, and is thus far finished. The piling and foundation of the saw-mill are completed, and the walls raised to the second floor, and the building will be under cover early in the fall. The engine-house is now completed, except some of the internal work, which is rapidly progressing, and the building will soon be ready for the machinery—a contract for which has been made with the proprietors of the West Point foundry—and the work is in a state of forwardness. The old coffer-dam piles, which remained in front of the dry dock, and which interfered with its use, have been removed, and there is now an unobstructed passage for vessels passing in and out of the dock. A portion of the line of sewer, forming an outlet from the public sewer of Brooklyn through the lands recently purchased as an addition to the navy yard, has been piled, and

about sixty feet of the masonry completed. The new water-tank has been commenced, and is about two-thirds finished. Such repairs as were necessary for the preservation of the buildings and docks have been made; and for all improvements and repairs there has been expended, during the fiscal year ending 30th June, 1853, the sum of \$179,842 57.

Plans and estimates are submitted for the next fiscal year for the following objects, viz: Carpenters' and joiners' shop; towards a foundry and boiler-shop; completing saw-mill; completing sewer; continuation of quay wall; filling in timber-pond; dredging channels; paving and flagging around dry dock; towards filling in new purchase; lightning conductors; water-pipes; iron railing on wall along Navy street, and repairs of all kinds—amounting to the sum of \$337,300.

The present joiners' shop will soon be removed to give place to the new smithery, and as there is no building in the yard which can be advantageously used by the carpenters and joiners, it is very desirable that a proper building should be erected for their use. At this yard it is also proposed to provide greater facilities for the construction and repairs of machinery, and for that purpose an estimate is submitted and strongly urged for commencing a foundry and boiler-shop. The saw-mill is in a state of forwardness, but owing to the difficulty encountered in procuring a proper and safe foundation, this building has cost more than was originally anticipated. It is necessary that it should be completed without further delay, as much inconvenience is experienced from the want of it. The completion of the sewer is a very important object. A portion of the city of Brooklyn, in the vicinity of the yard, is drained by a public sewer which discharges upon the flats belonging to the government. The work now in progress is to continue the city sewer through the yard to the channel, and thus relieve those employed and living in the yard from the foul and unwholesome atmosphere caused by the discharge of filth upon the flats in the yard. The water-front of this yard is in a dilapidated condition, requiring frequent repairs; and it is proposed to face the front with a permanent stone wall. Appropriations have been made towards this object, and the work is gradually progressing. An estimate is submitted for its continuation. A small amount is asked for filling in the old timber-pond, which is very desirable, as this improvement will add to the health of those in its vicinity. The amount asked for dredging channels will be required to keep the dredging machine employed in cleaning out around the wharves and entrance to the dry dock.

The soil around the dry dock is such that, in wet weather, the hauling of timber and other heavy articles is difficult and expensive; it is therefore proposed to put down a permanent paving, and this object is deemed an important one. The legislature of the State of New York having at its last session passed an act granting to the United States jurisdiction over the lands recently purchased as an addition to the yard, an estimate is submitted for commencing the filling necessary to render these lands useful for naval purposes, and upon which it is contemplated to erect marine barracks forthwith. A small amount is asked for the better protection of some of the buildings against lightning; the propriety of this appropriation is apparent. The officers'

houses are now supplied with water from the reservoir by means of a horse-cart, which is inconvenient and expensive; an amount is asked for laying pipes to these buildings, that they may be furnished at all times with a proper supply of water. Navy street, upon which the yard bounds, has been filled up, since the wall was built, to such an extent as to leave the coping but a few feet above the street, and there is nothing to prevent depredations by evil-disposed persons scaling the wall and effecting damage to the public property. An amount is asked for placing an iron railing along this wall for the more effectual protection of the yard. The amount asked for repairs of all kinds is such as will be required to meet the necessary expense of the usual annual repairs.

PHILADELPHIA.

During the past fiscal year the extension of ship-house F, and the sheds for covering the floating-dock railways, have been completed; the amount expended upon these objects is \$10,390 65.

The dredging machine has been employed near the basin for the floating dock, and the depth of water now obtained will admit of the use of the floating dock in raising frigates. The fine gravel excavated by this process has afforded an abundant supply of the best material for grading the yard. The walls of the new steaming house for steaming plank are up, and the roof on ready for slating. The paving has been commenced, and extended about two-thirds the distance from the entrance gate to the wharf. Pipes have been extended for furnishing a more abundant supply of water, and for lighting the yard with gas. The usual necessary repairs have been made; and the amount expended on all the above objects during the fiscal year ending 30th June, 1853, is \$34,423 08.

Plans and estimates are submitted for the next fiscal year for the following objects, viz: Furnace for heating mast-hoops; steam-stove for boat shed; addition to old steam-house; extension of wharf No. 4; addition to engine-house, and for repairs of all kinds—amounting to the sum of \$41,301.

A suitable furnace for heating mast-hoops is necessary, as such work is now done by making a fire in the open yard, which is attended with danger to the surrounding buildings. A small stove for steaming boat boards is much wanted, as such work has now to be done in the large steam-box, and is attended with great expense and inconvenience. At this yard the amount of store room is quite limited, which it is proposed to increase by adding a story to the old steam-house. An estimate is submitted for extending pier No. 4, which will add greatly to the protection of and facilities for working the floating dock. The addition to the engine-house is for the purpose of providing a convenient and suitable room for the safe keeping of tools, which is much wanted. The amount asked for repairs of all kinds will be necessary for the preservation of the buildings in the yard, and for caulking and taking proper care of the floating dock.

In my last report the enlargement of the yard was earnestly recommended, which I now repeat; the floating dock, basin, and railways,

occupy a large portion of the yard, leaving but little space for other works, and none for the marine barracks. It is believed that at this time additional lands on the south side of the yard may be purchased at a reasonable price; but if the subject be deferred until costly improvements are erected on these lands, it may be difficult, if possible, to purchase them without paying exorbitant prices. I therefore recommend that prompt measures be taken to secure the refusal of these lands, and that an appropriation be asked for their purchase.

WASHINGTON.

At this yard, the only work completed during the past year is the copper-rolling mill. This establishment has been constructed in a permanent manner, the machinery is well arranged, and the mill will be capable of manufacturing all the sheet and bolt copper required for the service. The amount expended during the fiscal year ending 30th June, 1853, is \$14,895 33½.

Most of the machinery authorized for the machine-shop has been completed and put in operation; about one-third of the work in filling up the timber-pond has been done; the dredging machine has been usefully employed deepening the water along the slips and wharves, and the earth raised has been used towards filling up the pond. About three-fourths of the foundation-piles for the gun-carriage shop and saw-mill have been driven; all the timber and lumber are procured; the window and door frames are made, and the machinery ready for setting up. The exterior of the ordnance building, engine-room, and stack and foundation for the driving-engine, have all been completed. The interior division walls are up, the columns for support of floor and gearing of machinery are made and being placed in position, and part of the upper floor is laid.

Arrangements are making for warming the building by the exhaust steam from the engine; which, it is believed, will render it comfortable for the workmen, while it will not be exposed to danger from fire.

A coffer-dam has been constructed to exclude the water from the space selected as the site for the marine railway. The water has been pumped out, and the foundation-piles, for the support of the rails, have been driven.

Part of the stone for the ways in the ship-house has been delivered; and about one-half of the castings for the tram-plates, and all the truck-wheels, are made.

Such repairs have been made to the existing improvements as were necessary for their protection and preservation; and the amount expended during the year, for improvements and repairs, is \$117,166 03.

Plans and estimates are submitted, for the next fiscal year, for the following objects, viz: Completion of saw-mill, ordnance building, and marine railway; extending boiler-shop; converting old ordnance to machine-shop; quay wall; removing shears; gas-pipes, fixtures, and gas; and for repairs of all kinds—amounting to \$175,100.

The cost of the gun-carriage shop and saw-mill will exceed the amount of the original estimate, in consequence of the unexpected diffi-

culties in securing a proper foundation. Piles of great length were required, and the driving of them has been very expensive.

The building is an important one, and it is desirable that funds should be provided that it may be urged to completion without delay. The ordnance building, for which an appropriation is asked, is now near completion and is much wanted. All the operations of the Ordnance department will be performed in this building, thus separating these works from the other departments of the yard. The cost of this building will exceed the original estimate, owing, principally, to the great rise in the price of materials and labor. It is, however, very important that it should be completed as soon as practicable. An additional sum is required for the completion of the marine railway. This work is well advanced, and when finished will be a valuable acquisition to the yard—furnishing facilities for hauling up small steamers for repairs. Appropriations have been made for extending the boiler-shop and converting old ordnance-shop to a machine-shop. It is now proposed to arrange the plan so as to afford greater facilities and convenience for the performance of an increased amount of work. The amounts asked for these works are among the most important items submitted. The wharves at this yard are of wood, and in a state of decay. It is proposed to face them with permanent stone walls, and the item for that object is much needed. The present masting shears are inconveniently near the experimental battery—the operations of one of them interfering with those of the other. A small amount is, therefore, asked to remove them to a more suitable position.

The city gas company being about to extend their pipes to the Navy Yard, an estimate is submitted for introducing the gas into the yard. The amount submitted for repairs of all kinds will be necessary for such repairs upon existing buildings as are requisite for their preservation and the protection of the public property contained therein. The present limits of this yard are insufficient for the operations now carried on here. The shops are crowded together, badly ventilated, and, should fire occur in one of them, the others would be in great danger of being consumed. It is believed that at this time property in the neighborhood can be purchased on reasonable terms, and an estimate is submitted for that purpose.

NORFOLK.

The wharf on the north side of the timber-dock, and the dredging machine, have been completed during the past year; the dredge has been put in operation and proves a valuable acquisition to the yard. On these objects there has been expended the sum of \$13,192 13.

The brick saw-shed, and house for burnetizing timber, has been so far advanced towards completion as to admit of the erection and use of the burnetizing apparatus; a quantity of lumber for building purposes has been subjected to the process, which it is believed, from actual tests, will add greatly to its durability. This establishment is placed in charge of Mr. James Jarvis, the inspector of timber, who is conducting a series of experiments and observations, to ascertain the best season of the year for cutting timber, and, if possible, to discover

the most effective means of guarding it against decay, and protecting it from the ravages of the marine worm. The experiments have been made with great care thus far, and when completed, it is expected that the information obtained on this important subject will prove of great benefit to the service and the country.

Much credit is due to Mr. Jarvis for the great zeal and energy with which he entered upon this duty, and the untiring industry with which he has pursued this laborious investigation. His reports already made would be interesting and useful to the public, if published by Congress.

Store-house No. 14 has been much delayed by the failure of the contractor to furnish timber in time; the walls are up to the second story. The culvert for draining the lands adjoining the navy yard has been nearly completed, and is now effecting the object for which it was intended. A large amount of dredging has been done, by which the channel has been materially deepened and improved, and the earth obtained has been usefully disposed of in filling up low places in the yard. The walls of the magazine have been carried up to the proper height, and the centres for the arches are all prepared. The necessary repairs have been made to the existing works; and the amount expended during the fiscal year ending 30th June, 1853, is \$67,516 88.

Plans and estimates are submitted for the next fiscal year for the following objects, viz: Brick saw-sheds; completing store-house, No. 14; machinery, &c., for foundry; sheds and machinery for saw-mill; setting up engine, boilers and machinery; culvert; continuation of quay walls; dredging channels, reservoir; pointing yard wall; commencing foundry; and for repairs of all kinds—amounting to the sum of \$196,100.

It is proposed to establish at this station a complete foundry and machine-shop, which will enable the government to supply all the demands of the service at this yard, either in manufacture or repairs of machinery, marine engines, &c., and relieve it from a dependence upon expensive and dilatory outside resources. A plan of such an establishment has been prepared, and some of the necessary buildings are already erected, although at present occupied for different purposes.

It is in contemplation to remove some of the mechanical departments to more convenient locations, and appropriate the shops now occupied by them, to purposes connected with the foundry and machine-shops. The amounts for the brick saw-sheds, machinery, &c., for foundry, sheds and machinery for saw-mill, setting up engines, boilers and machinery, and for the foundry, are submitted for making the necessary changes in the shops and for commencing this highly important and necessary improvement, and an appropriation is most earnestly desired. Store-house No. 14 has been much delayed by the failure of the contractors to furnish timber at the proper time. There being great want of store room for provisions, it was deemed judicious to provide a cellar under this building for that purpose; this modification of the plan, together with the increased price of labor, has caused the building to cost more than the original estimate, and an additional appropriation will be required for its completion. The culvert estimated for is for draining the saw-pits, and is necessary to render them available. The amount asked for continuation of quay walls is much wanted; the present available

water-front is entirely inadequate for the accommodation of the large number of vessels which repair and fit out at this important yard. The estimate for dredging is very necessary, as the amount of deposits along the wharves and docks is such as to require the frequent operation of the dredging machine. The rain-water reservoir is an important item; the demands of the yard for an increased supply of pure water for the shipping and for general use, as well as the want of additional resources in case of fire, render it highly necessary that an increased number of reservoirs should be constructed. The boundary wall enclosing the yard has been many years without repairs, and now requires pointing, for which an estimate is submitted. The amount asked for repairs of all kinds is such as will defray the usual annual expenses for that object.

PENSACOLA.

At this yard the guard-house No. 32, at west gate, lime-house No. 23, and the shell-house, have been completed during the past year; and the amount expended during the fiscal year ending 30th June, 1853, is \$4,398 10.

On the 30th October, 1852, the amount heretofore appropriated for the permanent wharf having been expended, the work was stopped until the first of April last, when operations were resumed and the work progressed until suspended in consequence of the late fatal sickness which prevailed there. Rail-tracks have been put down in various parts of the yard, and add greatly to the facilities for moving heavy articles. The smith and machine-shop building has been completed, and a portion of the machinery procured and put in operation. The walls of the paint-shop and cooperage are up, and the building is completed, except the roof. Some of the ponds in the vicinity of the yard have been drained, and others filled up, which is conducive to the health of those living in the neighborhood. The requisite repairs have been put upon the different buildings and other improvements; and the amount expended for these objects during the fiscal year ending 30th June, 1853, is \$111,368 25.

Estimates are submitted for the next fiscal year for the following objects, viz: For the continuation of the permanent wharf and deep basin; for raising the walls of the floating-dock basin; for removing the old sunken caisson; extension of rail-tracks; putting up steam-engine, blast-pipes, &c., for smith and machine-shop; to finish paint-shop and cooperage, guard-house, shell-house, and wall around the same; guard-house, lightning conductors, water-pipes, drainage of ponds; and for repairs of all kinds—amounting to the sum of \$240,320.

In consequence of the necessary suspension of the work on the permanent wharf, for want of funds, the cost of this work will be increased. The amount now asked for will, according to the report of the engineer, be sufficient to complete the permanent wharf and pave the space within the front and the flanking walls, and also the area extending back to the coping of the basin. This work has been a long time—much too long—in progress, and it is desirable that it should be completed as soon as possible. A portion of the materials for the deep basin have been procured, and it is desirable that the work should be constructed

in connexion with the permanent wharf; it is an important work, as it will furnish a safe and convenient place for mooring and working the floating dock. The estimate submitted for raising the walls of the floating-dock basin is necessary to bring them up to the level of the coping of the permanent wharf, and the surface of the yard around them.

Many years since an attempt was made to build a wharf by means of a caisson, which now lies sunk near the permanent wharf, and is a great obstacle to the use of that improvement. It is believed that this inconvenience can be removed, and an estimate is submitted for that purpose. A small appropriation is asked for extending the rail-tracks. The soil of this yard is a clean sand, which renders the hauling of heavy articles very difficult and expensive, and the laying down of these rail-tracks greatly facilitates the transportation of building materials and stores. The steam-engine and other machinery for the smith and machine-shop have been procured, and are ready for setting up; to do which an additional appropriation will be necessary. The cost of the paint-shop and cooperage has exceeded the original estimate, in consequence of unexpected expenses incurred in preparing the foundation, and the increased price of labor. This building is wanted, and it is desirable that it should be completed without delay. A small amount will be necessary to cover the expense of completing guard and shell-houses, and for building a wall around the latter. This building and its contents are exposed to danger from fire, and it is requisite that they should be protected, as an explosion of the shells might be productive of great injury to the buildings in the vicinity. There being no receiving-ship at this yard, great inconvenience is experienced from the want of a proper place for the security and safe confinement of persons charged with crimes or under sentence of court-martial. To remedy this difficulty, it is proposed to erect a suitable guard-house, where such unruly and troublesome persons may be kept separate from the orderly and well disposed. An estimate is submitted for providing more effectual protection to the buildings against lightning. The frequency of lightning-storms in this vicinity renders this an important subject, and it is desirable that the most approved guards should be applied to the buildings. A line of water-pipes from one of the large cisterns to the face of the wharf is very necessary for the watering of ships. The drainage of ponds on the public lands in the vicinity of the yard is an important improvement. The stagnant water in these ponds is supposed to have been the cause of much sickness, as, since their partial drainage and removal, the health of the persons living near them has been much improved. It is therefore important that the drains should be kept open, and others constructed to render the drainage more perfect and complete.

The amount asked for repairs of all kinds will be necessary to keep the buildings and other improvements in a proper state of preservation.

MEMPHIS.

There has been expended during the past fiscal year, upon the hemp-house and smith shop, the sum of \$6,110 26.

These buildings are now completed and in use. The other improvements, upon which expenditures have been made during the past year, are excavation and embankment; tarring-house, ropewalk, store-house, pavements, drains, &c.; cisterns for ropewalk, and repairs of all kinds. Much delay has been caused, in the construction of the works of this yard, by the failure of contractors to furnish building materials, and by the difficulty of procuring suitable workmen.

Plans and estimates are submitted for the next fiscal year for the following objects, viz: Excavation and embankment; pavements, drains, &c.; smith-shop; store-house; pavement along east boundary; powder magazine; gas-pipes and lamp-posts; re-mounting battery, and for repairs of all kinds—amounting to the sum of \$65,000.

This sum is necessary for the completion of the buildings in progress, and for their proper care and preservation.

SACKETT'S HARBOR.

The operations at this station, during the past year, have been confined to the preservation and repair of the existing works. Recent storms upon the lake have injured the pier and ship-house. For their repair and protection, and for repairs of all kinds, an estimate is submitted for the next fiscal year, amounting to the sum of \$5,050.

CALIFORNIA.

The act of Congress approved 31st August, 1852, authorized and directed the Secretary of the Navy to select a site for a navy yard and naval depôt in the Bay of San Francisco, in California, or neighboring waters; and for the purchase of the site, defraying the expenses of surveys and examinations, and for the erection of certain works therein enumerated, the sum of \$100,000 was appropriated. This sum was exhausted in defraying the expenses of the commission appointed to make the necessary surveys, and in purchasing the lands recommended by the commission as the most eligible site for the purpose. At the last session of Congress an estimate was submitted for a foundry, machine-shop, smith-shop, boiler-shop, engine-house, and pattern-shop; carpenters' shop, store-house, wharf, steam-engine, and machinery, (including transportation of the same,) amounting to \$974,851. Of this sum \$100,000 only were appropriated, for the blacksmiths' shop, carpenters' shop, store-house, and wharf. As I understand, jurisdiction over the lands selected and purchased for the site of this yard has not yet been ceded to the United States by the legislature of California, no expenditure for improvement has yet been directed.

DRY DOCKS.

The floating dock, basin, and railway at Portsmouth, New Hampshire, are now completed and in condition for use. A small amount is included, in the item for repairs of all kinds, for caulking and painting the dock.

The stone dry dock at Boston has been in use twenty years, and the

stone-work remains in fine condition ; the gates being of wood now require some repairs, and for that purpose an amount is embraced in the sum asked for repairs of all kinds.

At the stone dry dock at New York, during the past year, the immense pressure of the springs at the foundation has caused some of the joints to open, and a slight movement in some of the mitre-sills. These joints have been caulked, and the leaks stopped, without interrupting the use of the dock, which has been pretty constantly occupied by vessels undergoing repairs.

The floating dock, basin, and railways, at Philadelphia, have been in use during the past year, and are now in good condition. This dock being of wood, will necessarily require some repairs, such as caulking and painting ; and for this purpose an amount is asked under the head of repairs of all kinds.

The stone dry dock at Norfolk, which has been in use more than twenty years, is now in perfect order, and is almost constantly occupied by vessels under repairs.

The floating dock, basin, and railway, at the Pensacola yard, having been reported as completed and ready for trial, a board of officers was appointed to test them ; the result of this experiment has been communicated in a report which has already been laid before the department.

Under the contract for the construction of a floating dock for California, the contractors framed and fitted all their work at New York and shipped it to California to be set up for use. By the last report from the supervising engineer, it appears that eight of the sections are very nearly completed, one of them being launched and the others nearly ready for launching ; the ninth section is put up and about half the planking done ; the tenth and last section will be set up as soon as the others are launched and room provided for the purpose. The contractors are now constructing a pier for the protection and safe working of the dock ; and, as soon as this can be completed, the sections will all be launched and put in operation.

NAVAL ASYLUM, PHILADELPHIA.

This institution, I am gratified to believe, is accomplishing, to a great extent, the purposes for which it was originally established and designed, affording, as it does, a comfortable and " permanent asylum to disabled and decrepid navy officers, seamen, and marines." Salutary regulations have been established by the department for its government, and the officers to whom their execution has been intrusted have performed their several duties with credit to themselves and advantage to the institution. The number of inmates at this time in the building, including the officers and attendants, is one hundred and eighty-six. The sum expended for the support of the institution for the fiscal year ending 30th June last, amounted to \$43,581 22, and was charged, respectively, to the appropriations for the hospital fund, pay of the navy, and contingent. For the repairs of the hospital and asylum buildings, embracing the improvements of the public grounds thereto attached, the sum of \$14,450 82 has been expended, and was charged to the appropriation for navy hospitals and asylum. Under the law and ex-

isting regulations, it is apprehended that the present building will very soon become inadequate to the comfortable accommodation of the beneficiaries admitted to its privileges and immunities; and unless the suggestions submitted in my previous reports—commending its removal, or the total abolishment of the whole system, substituting therefor a liberal pension, according to rank and length of service in the navy—should be adopted, I would recommend, for the further accommodation of those worn-out, disabled, and decrepid tars who have so often and so gallantly defended their country's flag, the erection of a similar institution somewhere on the sea-shore, where the old sailor would be in his natural element, enjoying not only the benefit of a more salubrious air, but deriving also all the advantages presented by the contiguity of the sea itself. It has been the policy of the government, in another branch of the public service, to erect, at different and distant points, military asylums; and the utility of such policy applies with equal force to the navy as to the army. By the erection of another similar institution to that at Philadelphia, the beneficiaries—those worthy recipients of their country's bounty—would be removed, in a great degree, from the temptations to insubordination and a disregard to discipline and good order, which naturally surround them in a large and populous city.

TIMBER AGENCIES.

The timber agents appointed by the department for the protection of live-oak and other valuable naval timber, growing upon the lands of the United States in some of the southern States, have, in the discharge of their difficult and responsible duties, effected much good by driving depredators from the scene of their operations, as well as by the seizure of large quantities of live oak, red cedar, and long-leaf yellow pine mast and spar-timber, which had been cut upon the public lands, not only for purposes of trade and traffic at home, but chiefly with a view of transporting it to foreign countries, and thereby contributing to the building up of foreign navies.

From the various reports of the agents, it has been further developed, that by their energy and perseverance the depredations committed upon the public timber in some of their districts have been greatly checked, and, by a continued watchfulness on their part, it is believed that the system of trespass, which has heretofore been conducted with so much success, will very soon be entirely suppressed.

I transmit also a list of contracts made under the cognizance of this bureau, with an abstract of all offers received for furnishing supplies since the last annual report, in conformity with the act of Congress approved March 3, 1843.

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

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

Y. & D.—A.

General estimate from the Bureau of Yards and Docks for the year ending June 30, 1855, in addition to the balances remaining unexpended July 1, 1854.

Object.	Estimated for the year ending 30th June, 1855.	Estimated for the year ending 30th June, 1854.
1. For the pay of commission, warrant and petty officers, (see paper Y. & D.—No. 5).....	\$274,976 00	\$268 532 00
2. For the pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations, (see paper Y. & D.—No. 5).....	115,350 00	108,650 00
3. For improvements and necessary repairs at yards and stations, (see paper Y. & D.—No. 4).....	1,425,261 00	2,197,934 05
4. For hospital buildings and their dependencies, the naval asylum, and for magazines, (see papers Y. & D.—Nos. 6 and 7)	182,025 00	73,728 93
5. For contingent expenses that may accrue during the year for the following purposes, viz: For the freight and transportation of materials and stores for yards and docks; for printing and stationery; for books, maps, models, and drawings; for purchase and repair of fire engines; for machinery of every description, and the patent right to use the same; for the repair of steam engines and attendance on the same in navy yards; for the purchase and maintenance of horses and oxen and driving teams; for carts, timber wheels, and workmen's tools of every description, and repairing the same; for postage of letters on public service; for furniture for government houses; for coals and other fuel; for candles and oil for use of navy yards and shore stations; for cleaning and clearing up yards; for flags, awnings, and packing-boxes; for watchmen, and for incidental labor at navy yards, not applicable to any other appropriation.....	366,860 00	335,500 00
Total.....	2,364,472 00	2,984,344 98
Submitted for Philadelphia and Washington yards	125,000 00	.....

BUREAU OF YARDS AND DOCKS,
October 17, 1853.

JOS. SMITH.

Y. & D.—No. 1.

Estimate of the expenses of the Bureau of Yards and Docks for the year ending June 30, 1855, per act of March 3, 1853.

For compensation to the chief of the bureau.....	\$3,500
For chief clerk, 4th class.....	1,800
For one clerk, 2d class.....	1,200
For one clerk, 2d class.....	1,200
For one clerk, 2d class.....	1,200
For one clerk, 1st class.....	900
For one messenger.....	700
For one civil engineer.....	2,000
For one draughtsman, 2d class.....	1,200
	<hr/>
	13,700
	<hr/>
Contingent expenses of bureau, viz:	
For labor.....	\$360
For stationery, books, plans, drawings, and incidental items.....	800
	<hr/>
	1,160
	<hr/>

BUREAU OF YARDS AND DOCKS,
October 17, 1853.

Y. & D.—No. 2.

Estimate of the pay of the officers attached to the recruiting stations for the year ending June 30, 1855, if no alteration is made in the number of stations.

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

BUREAU OF YARDS AND DOCKS,
October 17, 1853.

Estimate of the pay of officers and others at navy yards and stations for the fiscal year ending June 30, 1855.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
<i>Naval.</i>			
1	Captain.....	\$3,500	
1	Commander.....	2,100	
1	Lieutenant.....	1,500	
1	Master.....	1,000	
1	Surgeon.....	1,800	
1	Purser.....	2,000	
1	Chaplain.....	1,500	
2	Passed midshipmen, at \$750 each.....	1,500	
1	Boatswain.....	700	
1	Gunner.....	700	
1	Carpenter.....	700	
1	Sailmaker.....	700	
1	Purser's assistant, when performing duties of clerk.....	750	
1	Steward (surgeon's).....	288	
			\$18 738
<i>Ordinary.</i>			
1	Passed midshipman.....	750	
1	Carpenter's mate.....	228	
11	Seamen, at \$180 each.....	1,980	
6	Ordinary seamen, at \$144 each.....	864	
			3,822
<i>Civil.</i>			
1	Storekeeper.....	1,400	
1	Naval constructor.....	2,300	
1	Civil engineer.....	1,500	
1	Superintendent of floating dock and machinery.....	1,000	
1	Foreman and inspector of timber.....	900	
1	Clerk of the yard.....	900	
1	Clerk to the commandant.....	1,200	
1	Clerk to the storekeeper.....	900	
1	Clerk to the naval constructor.....	650	
1	Porter.....	360	
			11,110
Total.....			33,670

BOSTON.

<i>Naval.</i>			
1	Captain.....	3,500	
1	Commander.....	2,100	
2	Lieutenants, at \$1,500 each.....	3,000	
1	Master.....	1,000	
1	Surgeon.....	1,800	
1	Purser.....	2,500	

BOSTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Chaplain	\$1,500	
2	Passed midshipmen, at \$750 each	1,500	
1	Boatswain	800	
1	Gunner	800	
1	Carpenter	800	
1	Sailmaker	800	
1	Gunner (keeper of magazine)	800	
1	Clerk to purser	750	
1	Steward (purser's)	360	
1	Steward (surgeon's)	360	
			\$22,370
	<i>Hospital.</i>		
1	Surgeon	2,000	
1	Assistant surgeon	1,150	
1	Steward	480	
1	Matron	204	
2	Nurses, at \$180 each	360	
1	Cook	204	
1	Washer	144	
3	Watchmen, at \$240 each	720	
			5,262
	<i>Civil.</i>		
1	Storekeeper	1,700	
1	Naval constructor	2,300	
1	Civil engineer	1,800	
1	Measurer and inspector of timber	1,050	
1	Clerk of the yard	1,200	
1	Clerk to the commandant	1,200	
1	Clerk (2d) to the commandant	960	
1	Clerk to the storekeeper	1,200	
1	Clerk (2d) to the storekeeper	900	
1	Clerk (3d) to the storekeeper	750	
1	Clerk to the naval constructor	650	
1	Porter	360	
			11,070
	Total		41,702
	NOTE.—The surgeon of the yard is to be required to attend the marines also.		

NEW YORK.

<i>Naval.</i>			
1	Captain	3,500	
1	Commander	2,100	
2	Lieutenants, at \$1,500 each	3,000	
1	Master	1,000	
1	Surgeon	1,800	

Y. & D.—No. 3—Continued.

NEW YORK—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Purser.....	\$2,500	
1	Chaplain.....	1,500	
2	Passed midshipmen, at \$750 each.....	1,500	
1	Boatswain.....	800	
1	Gunner.....	800	
1	Carpenter.....	800	
1	Sailmaker.....	800	
1	Gunner (keeper of magazine).....	800	
1	Clerk to the purser.....	750	
1	Steward (purser's).....	360	
1	Steward (surgeon's).....	360	
			\$22,370
	<i>Hospital.</i>		
1	Surgeon.....	2,250	
1	Surgeon at laboratory.....	2,250	
2	Assistant surgeons, at \$1,150 each.....	2,300	
1	Apothecary.....	420	
1	Hospital steward.....	480	
1	Matron.....	204	
4	Nurses, at \$180 each.....	720	
2	Cooks, at \$168 each.....	336	
2	Washers, at \$144 each.....	288	
1	Porter.....	168	
1	Gatekeeper.....	360	
1	Gardener.....	276	
1	Assistant at laboratory.....	120	
2	Boys, at \$120 each.....	240	
			10,412
	<i>Civil.</i>		
1	Storekeeper.....	1,700	
1	Naval constructor.....	2,300	
1	Civil engineer.....	2,400	
1	Inspector and measurer of timber.....	1,050	
1	Clerk of the yard.....	1,200	
1	Clerk to the commandant.....	1,200	
1	Clerk (2d) to the commandant.....	960	
1	Clerk to the storekeeper.....	1,200	
1	Clerk (2d) to the storekeeper.....	900	
1	Clerk (3d) to the storekeeper.....	750	
1	Clerk to the naval constructor.....	650	
1	Porter.....	360	
			14,670
	Total.....		47,452
	NOTE.—The surgeon of the yard is to be required to attend the marines also.		

PHILADELPHIA.

No.	Officers, &c.	Pay.	Aggregate.
<i>Naval.</i>			
1	Captain.....	\$3,500	
1	Commander.....	2,100	
1	Lieutenant.....	1,500	
1	Master.....	1,000	
1	Surgeon.....	1,800	
1	Purser.....	2,000	
1	Chaplain.....	1,500	
1	Passed midshipman.....	750	
1	Boatswain.....	700	
1	Gunner.....	700	
1	Carpenter.....	700	
1	Sailmaker.....	700	
1	Purser's assistant, when performing duties of clerk also.....	750	
1	Steward, (surgeon's).....	288	
			\$17,968
<i>Naval asylum and hospital.</i>			
1	Captain.....	3,500	
1	Commander.....	2,100	
1	Lieutenant.....	1,500	
1	Surgeon.....	2,250	
1	Passed assistant surgeon.....	1,150	
1	Chaplain.....	1,500	
1	Secretary.....	900	
1	Steward to the asylum.....	360	
1	Steward (surgeon's).....	480	
1	Steward (purser's).....	480	
1	Matron.....	204	
1	Nurse.....	180	
2	Cooks, at \$168 each.....	336	
1	Assistant cook.....	108	
6	Laundresses and nurses, at \$108 each.....	648	
			15,696
<i>Civil.</i>			
1	Storekeeper.....	1,250	
1	Naval constructor.....	2,300	
1	Civil engineer.....	2,350	
1	Superintendent of floating dock and machinery.....	1,000	
1	Measurer and inspector of timber.....	900	
1	Clerk of the yard.....	900	
1	Clerk to the commandant.....	1,200	
1	Clerk to the storekeeper.....	900	
1	Clerk to the naval constructor.....	650	
1	Porter.....	360	
			11,810
Total.....			45,494
<p>NOTE.—The surgeon of the yard is to attend to the marines and the receiving vessel.</p>			

Y. & D.—No. 3—Continued.

WASHINGTON.

No.	Officers, &c.	Pay.	Aggregate.	
<i>Naval.</i>				
1	Captain.....	\$3,500	\$18,110	
1	Commander.....	2,100		
1	Lieutenant.....	1,500		
1	Master.....	1,000		
1	Surgeon.....	1,800		
1	Purser.....	2,000		
1	Chaplain.....	1,500		
2	Passed midshipmen, at \$750 each.....	1,500		
1	Boatswain.....	700		
1	Gunner.....	700		
1	Carpenter.....	700		
1	Purser's assistant, when performing the duties of clerk also.....	750		
1	Steward (surgeon's).....	360		
<i>Ordinary.</i>				
1	Passed midshipman.....	750		2,694
1	Boatswain's mate.....	228		
1	Carpenter's mate.....	228		
1	Steward.....	288		
10	Ordinary seamen, at \$120 each.....	1,200		
<i>Civil.</i>				
1	Storekeeper.....	1,700	16,550	
1	Civil engineer.....	1,800		
1	Inspector and measurer of timber.....	900		
1	Clerk of the yard.....	1,200		
1	Clerk to the commandant.....	1,200		
1	Clerk (2d) to the commandant.....	900		
1	Clerk to the storekeeper.....	1,050		
1	Clerk (2d) to the storekeeper.....	900		
1	Steam engineer and machinist.....	2,000		
1	Master tank and caboose maker.....	1,250		
1	Master chain-cable and anchor maker.....	1,250		
1	Pyrotechnist.....	1,500		
1	Keeper of the magazine.....	480		
1	Porter.....	360		
Total.....			37,354	
<p>NOTE.—The surgeon of the yard is to be required to attend the marines also.</p>				

NORFOLK.

No.	Officers, &c.	Pay.	Aggregate.
<i>Naval.</i>			
1	Captain.....	\$3,500	
1	Commander.....	2,100	
2	Lieutenants, at \$1,500 each.....	3,000	
2	Masters, at \$1,000 each.....	2,000	
1	Surgeon.....	1,800	
1	Purser.....	2,500	
1	Chaplain.....	1,500	
2	Passed midshipmen, at \$750 each.....	1,500	
2	Boatswains, at \$800 each.....	1,600	
2	Gunners, at \$800 each.....	1,600	
2	Carpenters, at \$800 each.....	1,600	
1	Sailmaker.....	800	
1	Clerk to the purser.....	750	
1	Steward (purser's).....	360	
1	Steward (surgeon's).....	360	
			\$24,970
<i>Hospital.</i>			
1	Surgeon.....	2,000	
1	Passed assistant surgeon.....	1,150	
1	Assistant surgeon.....	950	
1	Steward.....	480	
1	Matron.....	204	
3	Nurses, at \$180 each.....	540	
2	Cooks, at \$168 each.....	336	
2	Washers, at \$144 each.....	288	
4	Boatmen, at \$120 each.....	480	
1	Boy.....	120	
			6,548
<i>Civil.</i>			
1	Storekeeper.....	1,700	
1	Naval constructor.....	2,300	
1	Civil engineer.....	1,800	
1	Inspector and measurer of timber.....	1,200	
1	Clerk of the yard.....	1,200	
1	Clerk to the commandant.....	1,200	
1	Clerk (2d) to the commandant.....	960	
1	Clerk to the storekeeper.....	1,200	
1	Clerk (2d) to the storekeeper.....	900	
1	Clerk (3d) to the storekeeper.....	750	
1	Clerk to the naval constructor.....	650	
1	Keeper of the magazine.....	480	
1	Porter.....	360	
			14,700
Total.....			46,218
<p>Note.—The surgeon of the yard is to be required to attend the marines also.</p>			

Y & D.—No. 3—Continued.

PENSACOLA.

No.	Officers, &c.	Pay.	Aggregate.
<i>Naval.</i>			
1	Captain.....	\$3,500	
1	Commander.....	2,100	
2	Lieutenants, at \$1,500 each.....	3,000	
1	Master.....	1,000	
1	Surgeon.....	1,800	
1	Purser.....	2,500	
1	Chaplain.....	1,500	
2	Passed midshipmen, at \$750 each.....	1,500	
1	Boatswain.....	800	
1	Gunner.....	800	
1	Carpenter.....	800	
1	Sailmaker.....	800	
1	Purser's assistant, when performing duties of clerk also....	750	
1	Steward (surgeon's).....	360	
1	Steward (purser's).....	360	
			\$21,507
<i>Ordinary.</i>			
1	Lientenant.....	1,500	
1	Carpenter's mate.....	228	
2	Boatswain's mates, at \$228 each.....	456	
1	Cook.....	228	
10	Seamen, at \$144 each.....	1,440	
60	Ordinary seamen, at \$120 each.....	7,200	
			11,052
<i>Hospital.</i>			
1	Surgeon.....	2,250	
2	Assistant surgeons, at \$950 each.....	1,900	
1	Steward.....	480	
1	Matron.....	250	
3	Nurses, at \$180 each.....	540	
2	Cooks, at \$168 each.....	336	
3	Washers, at \$144 each.....	432	
1	Baker.....	420	
1	Carter.....	144	
1	Messenger.....	168	
3	Watchmen, at \$360 each.....	1,080	
1	Gardener.....	274	
			8,274
<i>Civil.</i>			
1	Storekeeper.....	1,700	
1	Naval constructor.....	2,300	
1	Civil engineer.....	3,000	
1	Inspector and measurer of timber.....	900	
1	Superintendent of floating dock and machinery.....	1,000	
1	Clerk of the yard.....	1,200	
1	Clerk to the commandant.....	1,200	
1	Clerk (2d) to the commandant.....	960	
1	Clerk to the storekeeper.....	1,200	

PENSACOLA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Clerk (2d) to the storekeeper.....	\$900	
1	Clerk (3d) to the storekeeper.....	750	
1	Porter.....	360	
			\$15,470
	Total.....		56,366
	NOTE.—The surgeon of the yard is to attend the marines near the yard, and such persons in the yard as the commandant may direct.		

MEMPHIS.

<i>Naval.</i>			
1	Captain.....	3,500	
1	Lieutenant.....	1,500	
1	Master.....	1,000	
1	Surgeon.....	1,800	
1	Purser.....	2,000	
1	Passed midshipman.....	750	
1	Purser's assistant, when performing duties of clerk also....	750	
			11,300
<i>Civil.</i>			
1	Storekeeper.....	1,250	
1	Civil engineer.....	2,500	
1	Superintendent of ropewalk.....	1,500	
1	Clerk of the yard.....	900	
1	Clerk to the commandant.....	900	
1	Clerk to the storekeeper.....	650	
1	Porter.....	360	
			8,060
	Total.....		19,360

SACKETT'S HARBOR.

<i>Naval.</i>			
1	Commander.....	2,100	
1	Master.....	1,000	
	Total.....		3,100

Y. & D.—No. 3—Continued.

SAN FRANCISCO.

No.	Officers, &c.	Pay.	Aggregate.
<i>Naval.</i>			
1	Captain	\$3,500	\$14,100
1	Commander	2,100	
1	Lieutenant	1,500	
1	Master	1,000	
1	Surgeon	1,800	
1	Purser	2,000	
1	Passed midshipman	750	
1	Boatswain	700	
1	Purser's assistant, when performing duties of clerk also...	750	
<i>Civil.</i>			
1	Storekeeper	1,700	8,910
1	Civil engineer	4,000	
1	Clerk of the yard	900	
1	Clerk to the commandant	900	
1	Clerk to the storekeeper	1,050	
1	Porter	360	
Total			23,010

RECAPITULATION.

Navy yards.	Naval.	Ordinary.	Hospital.	Civil.	Aggregate.
Portsmouth, N. H.	\$18,738	\$3,822		\$11,110	\$33,670
Boston	22,370		\$5,262	14,070	41,702
New York	22,370		10,412	14,670	47,452
Philadelphia	17,988		15,696	11,810	45,494
Washington	18,110	2,694		16,550	37,354
Norfolk	24,970		6,548	14,700	46,218
Pensacola	21,570	11,052	8,274	15,470	56,366
Memphis	11,300			8,060	19,360
Sackett's Harbor	3,100				3,100
San Francisco	14,100			8,910	23,010
Total	174,616	17,568	46,192	115,350	353,726

Estimate of the amount that will be required towards the construction and completion of works, and for the current repairs at the several navy yards, for the fiscal year ending June 30, 1855.

PORTSMOUTH, N. H.

For quay wall connecting with dock basin; completing engine-house and machinery; coal-house; repairing and finishing timber slip; removing ledge; tools for machinists and smiths; launching and hauling-up ways; cisterns for officers' quarters; extending ship-house No. 4; and repairs of all kinds \$94,190

BOSTON.

For machine-shop, smithery, foundry and forge-shop; boiler-house and chimney; coal-house; stone wall north side of timber dock; paint-shop and store; completing cooperage and store-house; paving yard; rebuilding and enlarging boiler-house; gas-pipes and fixtures; completing muster office and pitch-house; stables; anchor-hoy; new steam-engine for dry dock; and repairs of all kinds 250,900

NEW YORK.

For carpenters' and joiners' shop; towards foundry and boiler-shop; completing saw-mill; completing sewer; continuation of quay wall; filling in timber pond; dredging channels; paving and flagging around dry dock; towards filling in new purchase; lightning conductors; water pipes; iron railing on wall along Navy street; and repairs of all kinds 357,300

PHILADELPHIA.

For furnace for heating mast-hoops; steam-stove for boat shed; raising old steam-box house; completing wharf No. 4; raising engine-house; and repairs of all kinds 41,301
Submitted for extension of this yard, \$85,000.

WASHINGTON.

For completion of saw-mill; completion of ordnance building; completion of marine railway; extending boiler-shop; converting old ordnance to machine-shop; quay wall; removing shears, gas pipes, fixtures and gas; and repairs of all kinds 175,000
Submitted for purchase of squares Nos. 953, 954, 955, \$40,000.

NORFOLK.

For brick sheds; for completing store-house No. 14; for machinery, &c., for foundry; sheds and machinery for saw-mill; setting up engine boilers and machinery; for culvert; continuation of quay walls; dredging channel; reservoir; pointing yard wall; commencing foundry; and repairs of all kinds	\$196,100
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PENSACOLA.

For continuation of permanent wharf; for continuation of deep basin; raising walls of dock basin; removing sunken caisson; extending rail-tracks; engine and blast-pipes for smiths' and machine-shop; finishing paint-shop and cooperage; finishing guard-house at west gate; finishing shell-house, and wall around the same; new guard-house; lightning conductors; water pipes from No. 26 to wharf; drainage of ponds; and repairs of all kinds	240,320
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MEMPHIS.

For excavation and embankment; pavements, drains, &c.; smiths' shop; store-house; pavement along east boundary; powder magazine; gas-pipes, post and lamps; and repairs of all kinds	65,000
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SACKETT'S HARBOR.

For raising end of ship-house and building pier; for levelling and grading; and repairs of all kinds.....	<u>5,050</u>
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RECAPITULATION.

Portsmouth, N. H	\$94,190
Boston	250,900
New York	337,300
Philadelphia	41,301
Washington.....	175,100
Norfolk	196,100
Pensacola	240,320
Memphis	65,000
Sackett's Harbor.....	5,050
Total	<u>1,425,261</u>
Submitted for Philadelphia	\$85,000
Submitted for Washington.....	40,000
	<u>125,000</u>

Statement showing the several sums which make up the amounts of the first and second items in the general estimate for the Bureau of Yards and Docks, marked Y. and D.—A, for the year ending 30th June, 1855.

FIRST ITEM.

For recruiting stations.....	\$36,600
For naval branch at yards and stations.....	174,616
For hospital branch at yards and stations.....	46,192
For ordinary branch at yards and stations.....	17,568
	274,976
	274,976

SECOND ITEM.

For the civil branch at all the yards and stations	\$115,350
	\$115,350

BUREAU OF YARDS AND DOCKS, *October 17, 1853.*

Y. & D.—Nos. 6 and 7.

For Hospitals and Magazines.

HOSPITALS.

At Boston: For repairs of all kinds	\$1,000
At New York: For surgeon's quarters; 500 iron tomb-stones; filling and grading grounds; piling and fencing boundary; and repairs of all kinds	21,800
At Philadelphia: For paving Shippen street; addition to wall on Shippen street; iron railing for wall; gas-pipes and gas; furniture and repairs of same; water-rent for 1855; and repairs of all kinds.....	11,670
At Norfolk: For repairs of all kinds	1,000
At Pensacola: For lightning conductors; and repairs of all kinds.....	4,581
Total for hospitals.....	40,051
	40,051

Y. & D.— and 7—Continued.

MAGAZINES.

At Boston: For ordnance store; sheds in shot park; building at magazine; filling room in No. 15; and repairs of all kinds.....	\$71,365
At New York: For addition to magazine; gunner's house; shed for hollow shot; granite shot beds; granite and iron beds for 100,000 shots; repairs and extension of shell-house; grading, paving, and repairing bridge and railway; and repairs of all kinds.....	43,609
At Washington: For ordnance works and platform for shot..	10,900
At Norfolk: For foundation for shot and shells; shafting and machinery; completing magazine at Fort Norfolk; and repairs of sheds.....	16,100
Total for magazines.....	<u>141,974</u>

BUREAU OF YARDS AND DOCKS, *October 17, 1853.*

RECAPITULATION.

Civil.

Salaries.....	\$13,700
Contingent.....	1,160

Navy.

Pay.....	274,976
Contingent.....	366,860

Special.

Improvements and repair of navy yards.....	1,425,261
Improvements and repair of hospitals.....	40,051
Pay of superintendents.....	115,350
Magazines.....	141,974

Y. & D.—No. 8.

List of contracts under the cognizance of the Bureau of Yards and Docks, made and received since the date of the last report: prepared in conformity with the act of Congress of March 3, 1843.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. Feb. 2	1854. June 30	Ezra Eames.....	Granite.—2,500 cubic feet promiscuous split, suitable for foundations..... 36 posts, 20 feet long, 17 by 18 inches, 15 feet in length, hammer-dressed on all sides, ends square..... 36 blocks, 3 by 3 feet, 12 inches thick, hammer-dressed on top..... 1,700 feet, running measure, split in lengths from 10 to 12 feet, 9 by 24 inches, to be hammer-dressed on one edge.. 2,156 feet dimension, beds, builds, and ends, and 988 superficial feet, to be hammer-dressed, 20 inches rise by 18 thick, to be according to plan furnished by engineer..... 47,280 cubic feet, split in courses of 18 inches rise, 2 feet in width, and from 3 to 6 feet in length..... 800 superficial feet, hammered, suitable for drains, cess-pools, gutters, &c.....	\$0 11 per foot..... 38 00 each 3 00 do 45 per foot. 60 00 do 14 do 37½ do	Portsmouth, N. H.
July 9	June 30	Enoch Pinkham.....	286,000 hard-burnt bricks, merchantable..... 500 best quality fire bricks.....	5 85 per M. 100 00 do	
July 11	June 30	Charles Robinson, jr.....	20,000 pounds Indian cornmeal.....	1 82 per 100 lbs.	
July 11	June 30	J. M. Mathes.....	1,000 bushels hard wood charcoal..... 100 casks best quality lime..... 5 bushels hair.....	15½ per bushel. 1 10 do 25 do	
July 12	June 30	L. D. Spaulding.....	20 cords hard wood (one half hickory, one half maple)..... 500 pounds 1½-inch round iron, best American..... 700 pounds 1-inch..... do..... do..... 100 pounds ¾-inch..... do..... do..... 1,200 pounds ¾-inch..... do..... do..... 200 pounds ½-inch square iron..... do.....	6 90 per cord. 4 per pound. 4 do 4 do 4 do 4 do	

July 12 June 30 Bennett & Treadwell.....

100 pounds $\frac{3}{8}$ -inch.....do.....do.....
 400 pounds 3 by $\frac{1}{2}$ -inch flat iron...do.....
 500 pounds 2 by $\frac{3}{8}$ -inch...do.....do.....
 200 pounds 4 by 1-inch...do.....do.....
 200 pounds 2 by 3-16-inch do.....do.....
 100 pounds 3 by $1\frac{1}{2}$ -inch..do.....do.....
 50 pounds $1\frac{1}{2}$ by $\frac{1}{2}$ -inch..do.....do.....
 100 pounds 3 by $\frac{1}{2}$ -inch..do.....do.....
 2 sheets boiler iron, 6 feet 6 inches long, 2 feet 6 inches wide,
 $\frac{3}{8}$ -inch thick, 487 lbs.....
 2 sheets boiler iron, 5 feet 4 inches long, 3 feet wide, $\frac{3}{8}$ -inch
 thick, 480 lbs.....
 100 pounds ox-nail rods.....
 1,000 pounds assorted cast steel.....
 100 pounds blistered English steel.....
 100 pounds granite wedge steel.....
 100 pounds $1\frac{1}{2}$ by $\frac{3}{8}$ -inch German steel.....
 100 pounds 1 by $\frac{3}{8}$ -inch.....do.....
 70 pounds $1\frac{3}{4}$ -inch composition slating nails.....
 100 pounds 8d. wrought-iron nails.....
 100 pounds 40d. cut-iron nails.....
 200 pounds 20d.....do.....
 100 pounds 4d.....do.....
 1 gross 2-inch iron screws, No. 16.....
 2 gross $1\frac{3}{4}$ -inch...do.....No. 15.....
 3 pairs iron butt hinges, 4 by $3\frac{1}{2}$
 2 store-door locks, iron.....
 5 store-door latches, iron.....
 3 mortise locks, iron.....
 204 sheets 24-ounce copper, 4 feet 1 inch long, 22 inches wide
 50.....do.....do.....20.....do.....
 25 sheets 22-ounce copper.....do.....20.....do.....
 60 pounds block tin.....
 350 pounds (5-pound) sheet lead.....
 11 boxes roofing tin.....
 6,600 pounds dry white lead.....
 75 pounds litharge.....
 25 pounds red lead.....
 600 pounds Paris whiting.....

4 do
 4 do
 4 do
 4 do

9 50 per box.
 7 $\frac{1}{2}$ per pound.
 7 $\frac{1}{2}$ do
 7 $\frac{1}{2}$ do
 2 do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 12	1854. June 30	Bennett & Treadwell—Cont'd	240 pounds French yellow..... 18 pounds chrome yellow..... 12 pounds lampblack..... 389 gallons linseed oil, raw..... 55 gallons spirits turpentine..... 450 lights first quality crown glass, 10 by 14..... 200 gallons winter-strained sperm oil..... 25 gallons neatsfoot oil..... 6 dozen corn brooms..... 6 dozen birch brooms..... 4 dozen iiiii ok paint brushes, as per sample..... 2 dozen 000.....do..... 2 dozen Nos. 5 and 6 sash tools.....do..... 2 dozen Nos. 4 and 7 sash tools.....do..... 1 dozen painters' dusters.....do..... 3 dozen whitewash brushes.....do..... 200 pounds white chalk.....	\$0 2½ per pound.. 20 do 8 do 66 per gallon. 50 do 23 per light. 1 30 per gallon. 1 00 do 2 50 per dozen. 1 75 do 12 00 do 10 00 do 1 25 do 1 25 do 6 50 do 12 00 do ½ per pound. 62½ per gallon.	Portsmouth, N. H.
July 12	June 30	James Philbrick.....	40 tons (2,000 pounds) hay for oxen, loose.....	19 75 per ton.	
July 13	June 30	James H. Broughton.....	1,500 bushels sharp sand (sample to be shown at the yard) ..	5 per bushel.	
July 13	June 30	Samuel Adams.....	32 pieces, 28 feet long, 12 by 7 inches, 6,272 feet, board measure..... 32 pieces, 28 ft. long, 12 by 6 inches, 5,376 feet, board measure 6 pieces, 31 feet long, 9 by 7 inches, 976 feet, board measure 4 pieces, 20 feet long, 9 by 7 inches, 420 feet.....do..... 8 pieces, 16 feet long, 9 by 7 inches, 672 feet.....do..... 2 pieces, 18 feet long, 9 by 7 inches, 189 feet.....do..... 10 pieces, 18 feet long, 8 by 6 inches, 720 feet.....do..... 8 pieces, 24 feet long, 8 by 6 inches, 768 feet.....do..... 4 pieces, 32 feet long, 10 by 4 inches, 427 feet.....do..... 2 pieces, 30 feet long, 10 by 4 inches, 200 feet.....do.....	22 00 per M. feet. 22 00 do 22 00 do 22 00 do 22 00 do 22 00 do 22 00 do 22 00 do 22 00 do	

			4 pieces, 20 feet long, 7 by 5 inches, 233 feet....do.....	22 00	do
			6 pieces, 16 feet long, 7 by 5 inches, 280 feet....do.....	22 00	do
			4 pieces, 27 feet long, 6 by 10 inches, 540 feet....do.....	22 00	do
			25 pieces, 20 feet long, 9 by 3 inches, 1,125 feet....do.....	17 00	do
			16 pieces, 15 feet long, 9 by 3 inches, 540 feet....do.....	17 00	do
			100 pieces, 19 feet long, 5 by 3 inches, 2,375 feet, do.....	17 00	do
			3,000 feet 3-inch spruce plank.....do.....	17 00	do
			1,000 feet 3-inch white pine plank, No. 2.....do.....	39 00	do
			1,500 feet 2-inch white pine plank, No. 2.....do.....	39 00	do
			7,000 feet 1-inch white pine boards, No. 2.....do.....	39 00	do
			14,500 feet 1-inch white pine boards, No. 3.....do.....	22 00	do
			2,000 feet 2-inch white pine plank, No. 3.....do.....	22 00	do
			6,000 sawed pine laths.....do.....	2 50	do
July 16	June 30	A. W. Simpson	5,000 cubic yards, more or less, of earth and stone, to be removed from the hill at this navy yard and deposited in such places on the yard as may be directed. The offer to do this work must state the price per cubic yard; the work to be commenced and continued as the commandant of the yard may direct.....		
July 16	June 30	John S. Harvey.....	8 reams ruled foolscap paper.....	4 50	per ream.
			6 reams ruled letter paper.....	3 75	do
			2 reams ruled envelope paper.....	5 00	do
			$\frac{1}{2}$ ream of blotting paper.....	5 00	per ream.
			12 gross steel pens.....	1 00	per gross.
			300 goose quills.....	2 25	per hundred.
			1 gross lead pencils.....	7 50	per gross.
			3 gallons black ink (in bottles).....	2 00	per gallon.
			1 quart red ink (in bottles).....	1 25	per quart.
			1 gallon black sand (in papers).....	1 92	per gallon.
			1 pound red wafers.....	1 00	per pound.
			1 pound red sealing wax.....	2 00	do
			2 dozen pieces India rubber.....	1 50	per dozen.
			3 dozen pieces red tape.....	31	do
			2 dozen pieces taste.....	3 00	do
			3 dozen memorandum books.....	4 00	do
			2 dozen penholders.....	1 00	do
			$\frac{1}{2}$ dozen inkstands.....	15 00	do
			$\frac{1}{2}$ dozen sand boxes.....	6 00	do
			$\frac{1}{2}$ dozen penknives.....	21 00	do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 18 July 23	1854. June 30 June 30	Ira Haselton Wm. C. Brainerd.....	20,000 pounds iron castings per pattern..... <i>Granite</i> .—1,000 cubic feet, more or less, dimension split, 18 inches rise, and not less than 2 feet by 4 feet 6 inches, suitable for foundations 314 lineal feet split, 18 inches rise, 12 inches thick, from 6 to 10 feet in length, ends and builds hammer-dressed, with a wash of 1½ inch..... 1 door-sill 5 feet 6 inches long, 16 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed, with a wash..... 1 door-sill 5 feet 8 inches long, 18 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed, with a wash..... 1 door-sill 4 feet long, 18 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed, with a wash..... 2 door-sills 5 feet 6 inches long, 18 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed, with a wash..... 2 door-sills 7 feet 6 inches long, 18 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed, with a wash..... 1 door-sill 5 feet long, 18 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed, with a wash..... 2 door-caps 5 feet 6 inches long, 16 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed..... 2 door-caps 7 feet 6 inches long, 16 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed..... 1 door-cap 5 feet 6 inches long, 12 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed..... 1 door-cap 5 feet long, 12 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed..... 1 door-cap 6 feet long, 16 inches wide, 12 inches rise—beds, builds, and ends hammer-dressed..... 1 door-cap 4 feet 6 inches long, 16 inches wide, 12 inches rise—beds, builds, and ends hammer-dressed.....	\$0 03½ per pound .. 25 per cubic ft. 1 25 per lineal ft. 8 00 each. 8 14 do 5 82 do 8 00 do 11 20 do 7 56 do 8 00 do 10 00 o 6 25 o 5 80 do 9 68 do 7 35 do	Portsmouth, N. H.

July 15 June 30 McKim & Cutter

2 door-steps 7 feet 6 inches long, 16 inches wide, 9 inches rise—face and ends hammer-dressed.....	10 80	do
2 door-steps 5 feet 6 inches long, 16 inches wide, 9 inches rise—face and ends hammer-dressed.....	7 60	do
30 window-sills 3 feet 6 inches long, 9 inches wide, 4½ inches rise—beds, builds, and ends hammer-dressed, with a wash.	2 50	do
4 window-sills 3 feet 3 inches long, 16 inches wide, 7 inches rise—beds, builds, and ends hammer-dressed, with a wash.	3 00	do
30 window-caps 3 feet 10 inches long, 8 inches wide, 7 inches rise—beds, builds, and ends hammer-dressed, with a wash.	2 75	do
4 window-caps 3 feet 9 inches long, 16 inches wide, 9 inches rise—beds, builds, and ends hammer-dressed.....	3 50	do
8 posts split, 12 by 12 inches, 14 feet long, ends to be square.	4 50	do
10 reams foolscap paper, ruled.....	4 00	per ream...
10 reams letter paper, ruled.....	4 00	do
2 reams envelope paper, ruled.....	2 00	do
1 ream blotting paper, ruled.....	3 00	do
1 ream log paper, ruled.....	3 00	do
20 penknives.....	62½	each.
6 erasers.....	16½	do
6 paper-folders.....	10	do
6 sand-boxes.....	3	do
4 pounce-boxes and pounce.....	10	do
20 gross steel pens, such kinds as may be selected.....	90	per gross.
20 cards..... do..... do..... do.....	15	per card.
50 penholders.....	1	each.
2,000 best quality opaque quills.....	30	per M.
6 dozen lead pencils (Faber's).....	40	per dozen.
12 pieces India rubber.....	2	each.
50 small memorandum books.....	10	do
1 ream note paper.....	1 00	per ream.
4 American Almanacs for 1854.....	90	each.
4 Boston Almanacs for 1854.....	25	do
2 Boston Directories for 1854.....	1 00	do
4 patent inkstands.....	75	do
4 copying books for naval storekeeper.....	2 25	do
6 copying books for commandant.....	2 25	do
4 copying brushes.....	25	do
2 dozen pieces taste.....	1 75	per dozen.

Charlestown, Mass.

Y. & D.—No. 3—Continued.

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H. Doc. 1.

Date.	Expiration.	Names.	Articles.	Rates.	Where deliverable.
1853. July 15	1854. June 30	McKim & Cutter—Continued.	4 dozen pieces red tape..... 6 pounds sealing wax..... 50 papers black sand..... 2 pounds wafers..... 4 log-books, printed and ruled to pattern..... 8 bottles copying ink..... 20 pint bottles black ink..... 8 small bottles red ink..... 4 requisition books, to pattern..... 1 ream pay-rolls, (super-royal,) printed and ruled to pattern..... 1 ream pay-rolls for Bureau of Yards and Docks, printed and ruled to pattern..... 1 ream blank labor reports, printed and ruled to pattern..... 1 ream requisitions for workmen, printed and ruled to pattern..... 1 ream master-mechanics' reports..... 1 ream clerk of checks' reports..... 12 sheets antiquarian drawing paper..... 20 sheets double elephant (Turkey mills)..... 20 sheets double-elephant size tracing paper..... 12 blank books for entering bills at commandant's and naval storekeeper's offices..... 6 wafer boxes..... 6 wafer seals..... 6 letter files..... 36 memorandum books, ruled to pattern for naval constructor's office..... 1,000 large envelopes..... 1,000 small envelopes..... 4 quires shippers' manifests..... 4 quires blank receipts for pursers..... 2 2-quire account books.....	\$0 30 per dozen. 60 per pound. 2 each. 50 per pound. 3 75 each. 50 do 17 do 6½ do 3 00 do 25 00 per ream. 10 00 do 3 25 do 3 25 do 3 25 do 5 50 do 50 per sheet. 17 do 17 do 15 each. 6 do 10 do 75 do 20 do 3 00 per 100. 2 00 do 25 per quire. 50 do 1 25 each.	Charlestown, Mass.

July 16

June 30

M. H. Wetherbee.....

2 3-quire	do.....	1 25	do
2 4-quire	do.....	1 50	do
2 6-quire	do.....	1 75	do
1 ream bills of lading.....		4 50	per ream.
2 reams invoices.....		6 00	do
1 ream vouchers.....		5 00	do
1 ream blank receipts.....		3 50	do
2 reams bills.....		6 00	do
1 ream paper for roll-covers.....		2 50	do
1 ream folio-post for purser's department.....		5 50	do
2 time-books for master-mechanics.....		1 00	each.
3 pounds refined gum arabic.....		62½	per pound.
4 quires railroad receipts.....		25	per quire.
6 cakes India Ink.....		20	per cake.
450 tons building sand, per sample.....		57	per ton.
5 tons moulding ..do.....do.....		4 09	do
1 ton sea ..do.....do.....		1 50	do
Granite.—120 cubic yards granite, in blocks of 2 by 1 foot 3 inches thick, from 2 to 4 feet long.....		3 00	per cubic yd.
420 lineal feet ashler, 1 foot 8 inches rise, 10 inches thick, hammered build, with a 2-inch wash in one course, and jointed, as per plan.....		64	per lineal ft.
16 door posts, 11 feet long, 1 foot 4 inches by 1 foot 6 inches, to be revealed for doors, as per plan.....		19 90	each.
8 door sills, 10 feet 8 inches long, 1 foot 6 inches wide, by 1 foot 8 inches rise.....		14 78	do
8 door caps, 10 feet 8 inches long, 1 foot 6 inches by 1 foot 4 inches.....		18 45	do
34 window caps, 4 feet 9 inches long, 9½ by 5½ inches.....		1 25	do
34 window sills, 4 feet 2 inches long, 5 by 8 inches.....		1 25	do
All the door posts, caps and sills, window caps and sills, to be well rough-hammered, except the face, which will be rough.			
500 lineal feet piling stone, in pieces 4 feet long, 2 feet wide, 1 foot 3 inches thick, with square ends and full, bed and build even.....		62½	per lineal ft.
250 cubic yards granite, in blocks 2 feet by 1 foot 3 inches, from 2 to 4 feet long.....		3 00	per cubic yd.

Y. & D.—No. 8—Continued.

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Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 16	1854. June 30	M. H. Wetherbee—Continued.	<p>226 lineal feet base, 1 foot 8 inches rise, 10 inches thick, hammered, with a 2-inch wash, as per plan</p> <p>32 door posts, 10 feet long, 1 foot 3 inches by 1 foot 6 inches.</p> <p>16 door caps, 10 feet 6 inches long, 1 foot 6 inches by 1 foot 3 inches, revealed for doors, as per plan.....</p> <p>16 door sills, 10 feet 6 inches long, 1 foot rise, 1 foot 8 inches thick.....</p> <p>30 window sills, 3 feet 9 inches long, 5 by 8 inches.....</p> <p>30 window caps, 4 feet 2 inches long, 9½ by 5½ inches.....</p> <p>24 cellar window caps, 4 feet 2 inches long, 9 by 10 inches..</p> <p>24 cellar window lintels, 4 feet 2 inches long, 9 by 7 inches..</p> <p>16 door steps, 10 feet 6 inches long, 1 foot 4 inches by 9 inches, returned on the ends.....</p> <p>2 cellar window caps, 4 feet 8 inches long, 9 by 10 inches....</p> <p>2 cellar window lintels, 4 feet 8 inches long, 9 by 7 inches...</p> <p>The above must be of a good quality granite, and well rough-hammered, as per sample.</p> <p>100 cubic yards granite, in blocks 2 feet by 1 foot 3 inches, from 2 to 4 feet long.....</p> <p>257 lineal feet base, 1 foot 8 inches rise, 10 inches thick, hammered, with a 2-inch wash, and jointed, as per plan..</p> <p>4 door posts, 10 feet long, 1 foot 4 inches by 1 foot 6 inches..</p> <p>2 door caps, 12 feet long, 1 foot 4 inches by 1 foot 6 inches..</p> <p>2 door sills, 12 feet long, 1 foot 4 inches by 1 foot 8 inches...</p> <p>1 door cap, 4 feet 8 inches long, 9½ inches rise, 1 foot 4 inches wide</p> <p>1 door sill, 4 feet 4 inches long, 1 foot 4 inches by 1 foot 8 inches</p> <p>24 window sills, 3 feet 8 inches long, 5 by 8 inches.....</p>	<p>\$1 00 per lineal ft.</p> <p>23 10 each</p> <p>22 00 do</p> <p>15 75 do</p> <p>2 25 do</p> <p>2 25 do</p> <p>3 00 do</p> <p>2 40 do</p> <p>12 25 do</p> <p>3 25 do</p> <p>2 00 do</p> <p>3 00 per cubic yd.</p> <p>1 00 per lineal ft.</p> <p>17 20 each.</p> <p>20 72 do</p> <p>19 00 do</p> <p>6 90 do</p> <p>6 80 do</p> <p>2 25 do</p>	<p>Charlestown, Mass.</p>

H. Doc. 1.

July 18

June 30

N. W. Coffin.....

24 window caps, 4 feet 2 inches long, 9½ by 8 inches	2 25	do
1, 344 cubic yards granite, in courses, 1 foot 6 inches rise, from 2 to 6 feet long, and from 1 ft. 6 inches to 2 ft. wide.	3 50	per cubic yd.
730 lineal feet of capping stone, 3 feet square, 1 foot 6 inches thick	1 25	per lineal ft.
20, 000 feet, board measure, No. 2 white pine, seasoned, 1-inch boards	45 00	per 1,000 ft.
5, 000 feet, board measure, No. 2 white pine, seasoned, ¾- inch and 1½-inch plank	45 00	do
12, 000 feet, board measure, No. 2 white pine, seasoned, 2-inch plank	45 00	do
5, 000 feet, board measure, No. 3 white pine, seasoned, 1-inch boards, (planers)	34 00	do
60, 000 feet, board measure, No. 3 white pine, seasoned, 1-inch boards	22 00	do
10, 000 feet, board measure, No. 3 white pine, seasoned, 2-inch plank	22 00	do
1, 000 feet, board measure, No. 3 white pine, 3-inch plank, 9, 13, and 18 feet long	25 00	do
20, 000 feet, board measure, No. 3 white pine 4-inch plank ..	25 00	do
4, 000 feet, board measure, yellow pine plank, 25 to 40 feet long, and not less than 12 inches wide, 3, 4, 5, and 6 inches thick, equal quantities each thickness	35 00	do
20, 000 best quality white pine shingles, to be riven and shaved.	5 50	per M.
20 pieces white pine, 45 feet long, 8 by 11 inches square;		
20 ..do.....do 27 ..do... 5 by 6 ..do		
40 ..do.....do 9 ..do... 8 by 12 ..do		
10, 830 feet, board measure	25 00	per 1,000 ft.
60 pieces spruce, 16 feet long, 7 by 9 inches square;		
20.....do.....15...do... 6 by 7.....do		
240.....do.....26...do... 3 by 6.....do		
80.....do.....11...do... 5 by 6.....do		
40.....do.....11...do... 6 by 6.....do		
18, 970 feet, board measure	18 00	do
650 cubic feet yellow pine timber, 12 inches square, in lengths of 25, 30, 35, and 40 feet	30	per cubic ft.
18 pieces white pine, 17 feet long, 9 by 10 inches square;		
36.....do.....19...do... 9 by 10.....do		
40.....do.....11...do... 6 by 8.....do		

Y. & D.—No. 8—Continued.

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Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 18	1854. June 30	N. W. Coffin—Continued	18 pieces white pine, 30 feet long, 5 by 6 inches square; 14.....do.....31...do....8 by 6.....do 14.....do.....31...do....12 by 6.....do 14, 875 feet, board measure..... 18 pieces yellow pine, 52 feet long, 10 by 12 inches square; 270.....do.....26...do....4 by 12.....do 37, 440 feet, board measure..... 80 pieces spruce, 31 feet long, 3 by 6 inches; 120.....do.....19...do....3 by 6...do 120.....do.....12...do....3 by 6...do 36.....do.....9...do....8 by 8...do 11, 028 feet, board measure..... 18 pieces white pine, 40 feet long, 8 by 11 inches square; 7.....do.....32...do....5 by 6.....do 5, 840 feet, board measure..... 25 pieces spruce, 25 feet long, 8 by 11 inches at bottom, 8 by 9 inches at top, 4, 500 feet, board measure..... 4 pieces spruce, 11 feet long, 8 by 8 inches square; 4.....do.....10...do....6 by 8.....do 20.....do.....10...do....6 by 6.....do 104.....do.....17...do....3 by 6.....do 104.....do.....9...do....3 by 6.....do 45.....do.....20...do....4 by 10....do 45.....do.....10...do....4 by 10....do 14, 051 feet, board measure..... 350 cubic feet white pine timber, 12 inches square, in lengths of 25 and 38 feet..... 470 cubic feet white pine timber, 12 inches square, from 13 to 26 feet long..... 8 pieces white pine timber, 36 feet long, 12 inches square; 4.....do.....do.....28...do....12do;	\$25 00 per 1,000 ft. 35 00 do 18 00 do 25 00 do 18 00 do 18 00 do 25 per cubic ft. 25 do	Charlestown, Mass.

H. Dec. 1.

July 19

June 30

Horton, Hall, & Co.....

1,100 lineal feet white pine timber, 7 by 11 inches square, in lengths of 18, 27, and 35 feet; 11,910 feet, board measure.....	25 00 per 100 feet.
8,000 pounds American iron, round and square sizes, as may be required, from $\frac{3}{8}$ to 3 inches.....	4 $\frac{1}{2}$ per pound.
8,000 pounds American iron, flat, sizes as may be required, from 1 to six inches wide, and from $\frac{1}{4}$ to 1 $\frac{1}{2}$ inch thick....	2 $\frac{1}{2}$ do
4 bundles Russia sheet iron, sizes as may be required, estimated to weigh 880 pounds.....	15 do
4 bundles English sheet iron, sizes as may be required, estimated to weigh 880 pounds.....	2 do
500 pounds hoop iron, size as may be required.....	2 do
500 pounds Russia horse-nail rods.....	6 do
500 pounds Russia spike rods.....	3 do
5,000 pounds iron castings, patterns to be furnished.....	4 $\frac{3}{4}$ do
500 pounds iron wire, as may be required, Nos. 5 to 21.	9 do
100 pounds steel wire, as may be required.....	13 do
500 pounds iron cut spikes.....	4 $\frac{1}{2}$ do
500 pounds iron wrought spikes.....	3 do
400 pounds wrought-iron slate nails, 5d., coarse.....	16 do
2,000 pounds iron cut nails, 4d. to 40d.....	4 $\frac{1}{2}$ do
1,000 pounds wrought nails, 6d. to 20d.....	3 do
500 pounds cut finishing nails.....	4 $\frac{1}{2}$ do
20,000 fine clout nails.....	10 per M.
500 pounds Swedes iron, assorted.....	3 per pound.
500 pounds boiler iron, assorted.....	3 do
3,500 pounds pure dry white lead, per sample.....	8 $\frac{1}{2}$ do
600 pounds Paris white.....	$\frac{1}{2}$ do
600 pounds red lead.....	3 do
600 pounds litharge.....	3 do
100 pounds Paris green.....	14 $\frac{1}{2}$ do
25 pounds Wood's chrome green.....	25 do
50 pounds gum shellac.....	15 do
6 pounds chrome yellow.....	20 do
50 pounds pumice stone.....	5 do
25 pounds sal ammoniac.....	16 do
25 pounds rottenstone.....	10 do
250 gallons raw Dutch linseed oil.....	70 per gallon.
100 gallons pure spirits turpentine.....	50 do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 19	1854. June 30	Horton, Hall, & Co.—Cont'd..	30 gallons coach varnish..... 50 pounds black lead..... 25 pounds Turkey umber..... 500 gallons best winter-strained sperm oil..... 30 gallons neatsfoot oil..... 150 pounds extra No. 1 brown soap..... 125 lights, 14 by 24, Redford glass..... 80 lights, 14 by 18.....do..... 50 lights, 16 by 20.....do..... 350 lights, 11 by 14.....do.....double thick..... 125 lights, 10 by 14.....do..... 100 lights, 9 by 12.....do..... 700 lights, 9 by 12.....do.....double thick..... 100 lights, 8 by 10.....do..... 2,000 lights, 8 by 10.....do..... 2,500 pounds best cast steel; sizes as may be required..... 500 pounds English blistered steel..... 500 pounds German steel..... 6 dozen 14-inch flat bastard cut files..... 6 dozen 12-inch.....do..... 6 dozen 10-inch.....do..... 6 dozen 8-inch.....do..... 6 dozen 14-inch flat fine cut files..... 6 dozen 12-inch.....do..... 6 dozen 10-inch.....do..... 6 dozen 8 inch.....do..... 5 dozen 14-inch half-round fine cut files..... 5 dozen 12-inch.....do..... 5 dozen 10-inch.....do..... 5 dozen 8-inch half-round bastard cut files..... 5 dozen 14-inch.....do.....	\$1 58 per gallon. 2½ per pound. 5 do 1 33 per gallon. 48 do 6½ per pound. 25 per light. 20 do 20 do 21 do 12 do 8 do 12 do 4 do 7 do 16 per pound. 3 do 3 do 5 25 per dozen. 4 00 do 2 50 do 1 63 do 1 00 do 5 50 do 2 88 do 2 00 do 1 38 do 1 75 do 1 12 do 2 19 do 5 88 do	Charlestown, Mass.

5 dozen 12-inch.....do.....	5 00	do
5 dozen 10-inch.....do.....	2 63	do
2 dozen 8-inch.....do.....	1 83	do
4 dozen 3-inch saw files.....	1 50	do
4 dozen 4-inch...do.....	1 50	do
4 dozen 5-inch...do.....	1 50	do
4 dozen 6-inch...do.....	1 50	do
4 dozen 7-inch...do.....	2 25	do
4 dozen 9-inch...do.....	1 81	do
3 dozen 12-inch safe-edged smooth files.....	6 00	do
3 dozen 10-inch.....do.....	3 81	do
3 dozen 8-inch.....do.....	2 69	do
3 dozen 6-inch.....do.....	1 88	do
3 dozen 5½-inch pit-saw files.....	2 00	do
2 dozen 12-inch rat-tail files.....	4 50	do
2 dozen 12-inch cabinet files.....	4 56	do
2 dozen 6-inch knife files.....	83	do
2 dozen 12-inch cabinet rasps.....	5 50	do
2 dozen 14-inch shoeing rasps.....	2 75	do
2 dozen 12-inch wood rasps, coarse.....	1 75	do
6 dozen paint brushes, iiiii.....	12 00	do
6 dozen sash-tool brushes, No. 6.....	1 75	do
3 dozen varnish brushes.....	5 00	do
3 dozen fitch brushes.....	1 25	do
3 dozen dusting brushes.....	4 00	do
3 dozen hand scrubbing brushes.....	4 00	do
3 dozen whitewash brushes, 10 inches, per sample.....	18 00	do
2 dozen hand whitewash brushes.....	1 00	do
20 dozen corn brooms.....	2 50	do
10 dozen hickory brooms.....	50	do
5 dozen birch brooms.....	2 00	do
50 pounds borax.....	40	per pound
10 pieces bunting, color as required, per sample.....	1 00	
20 baskets (2-bushel).....	1 00	each.
10 baskets (4-bushel).....	50	do
20 pounds beeswax.....	40	per pound.
3 grindstones, estimated to weigh 1,000 pounds.....	1½	do
1 dozen cattle cards.....	1 50	per dozen.
1 dozen currycombs.....	2 00	do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 19	1854. June 30	Horton, Hall, & Co.—Cont'd..	3 tape lines, 100 feet..... 12 chalk lines..... 20 pounds brick line..... 2 sets wood truss hoops, 17, 19, and 21 inches..... 1,000 chisel rods..... 100 pounds China glue..... 100 pounds Russia glue..... 50 pounds fish glue..... 20 yards haircloth..... 4 patent weather strips..... 6 pounds fine sponge..... 5 pounds shoe thread..... 4 pounds sewing thread..... 10 dozen hickory sledge handles..... 12 gross lampwicks for solar lamps..... 6 dozen lamp chimneys for solar lamps..... 12 pounds lampwick yarn..... 20 sides belt leather, estimated to weigh 400 pounds..... 10 sides pump leather, estimated to weigh 200 pounds..... 10 sides hose leather, estimated to weigh 200 pounds..... 10 sides harness leather, estimated to weigh 200 pounds..... 10 sides lace leather, estimated to weigh 100 pounds..... 10 dozen black lead pots, 3,600 numbers..... 2 barrels sour flour..... 2 barrels distiller's lees..... 300 pounds tallow..... 3 gross matches..... 30 gallons alcohol, 90 per cent..... 2 carboys oil vitriol, estimated at 300 pounds..... 2 carboys muriatic acid, estimated at 785 pounds..... 1 barrel rye meal.....	\$1 00 each. 3 do 38 per pound. 2 50 per set. 1 each. 25 per pound. 5 do 62 do 75 per yard. 2 50 each. 1 50 per pound. 50 do 85 do 50 per dozen. 50 per gross. 1 00 per dozen. 20 per pound. 30 do 5 do 5 do 5 do 45 do 4 per number. 5 00 per barrel. 1 50 do 12 per pound. 50 per gross. 75 per gallon. 8 per pound. 3 do 3 25 per barrel.	Charlestown, Mass.

50 pounds Castile soap.....	10 per pound.
100 pounds potash	8 do
500 pounds white chalk	2 do
2 carboys nitric acid, estimated at 300 pounds	4 do
12 wheel brushes	1 00 each.
36 bench and hand brushes.....	10 do
6 long-handle tar brushes.....	25 do
6 horse brushes.....	50 do
3 anvils, estimated to weigh 500 pounds.....	12 per pound.
3 broadaxes	1 00 each.
6 woodaxes.....	75 do
6 pickaxes, steel-pointed.....	50 do
1 set augers for boring machine, to pattern.....	1 00 per set.
4 dozen screw augers (Bassett's).....	1 00 per dozen.
10 dozen patent ship augers, (L'Hommidieu's,) estimated at 600 eighths.....	9 per eighth.
12 castors for sofas	12 each.
6 patent door springs.....	75 do
2 dozen pod augers.....	1 00 per dozen.
1 set firmer chisols, $\frac{1}{2}$ to 2 inches.....	4 00 per set.
2 dozen turning chisels.....	3 88 per dozen.
2 dozen turning gouges.....	3 88 do
1 dozen socket gouges.....	1 00 do
1 dozen firmer gouges	4 50 do
2 braces and bitts.....	3 12 each.
2 steel-tongued bevils.....	56 do
6 steel hoes	42 do
20,000 brads	20 per M.
1 butcher's cleaver.....	1 00 each.
1 stock howell	1 00 do
2 sets hoop-rollers, cast steel	1 00 per set.
2 dozen nail gimlets	33 per dozen.
1 dozen spike gimlets.....	25 do
2 dozen brass butt-hinges, assorted	4 50 do
2 dozen iron butt-hinges, assorted.....	1 00 do
4 dozen blank door keys	1 50 do
12 hammers	25 each.
10 hatchets	25 do
2 blockmaker's hatchets	25 do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 19	1854. June 30	Horton, Hall, & Co.—Cont'd..	2,000 pounds sheet lead, thickness as may be required..... 1,000 pounds lead pipe, size as required..... 24 iron tumbler padlocks..... 20 dozen 2-inch iron axle window pulleys..... 6 mortise door-locks, with mineral knobs..... 12 8-inch carpenters' door-locks, with knobs..... 24 chest locks..... 24 drawer locks..... 4 circular knives for cutting hide..... 12 putty knives..... 2 butcher's knives..... 3 pair callipers..... 3 pair coopers' callipers..... 4 2-foot rules..... 4 smoothing planes..... 4 match planes..... 4 jack planes..... 3 short jointer planes..... 2 long jointer planes..... 1 block plane..... 3 hay-rakes..... 24 cast-steel coal shovels..... 24 cast-steel shovels..... 12 spades..... 24 gross iron screws, as required, from $\frac{1}{4}$ to 3 inches..... 12 gross brass screws.....do.....do..... 1 ream sand paper..... 6 single jointer irons, $2\frac{1}{4}$ to $2\frac{3}{4}$ inches wide..... 6 double jointer irons.....do..... 2 marking irons..... 4 screwdrivers.....	\$0 08 $\frac{1}{2}$ per pound. 5 do 25 each. 75 per dozen. 1 00 each. 25 do 25 do 10 do 1 00 do 15 do 25 do 1 00 do 75 do 50 do 75 do 50 do 83 do 50 do 50 do 56 do 25 do 50 do 24 cast-steel shovels..... 1 00 do 75 do 50 per gross. 2 00 do 4 50 per ream. 10 each. 75 do 75 do 25 do	Charlestown, Mass.

12 handsaws.....	1 00	do
12 frame saws.....	62	do
6 wood saws, framed.....	75	do
1 circular saw, 12-inch.....	1 67	do
1 circular saw, 16-inch.....	2 00	do
1 circular saw, 34-inch.....	4 33	do
4 tenon saws.....	75	do
2 cross-cut saws.....	4 00	do
24 fine hack saws.....	25	do
2 dove-tail saws.....	50	do
3 trying squares.....	42	do
3 steel squares.....	1 00	do
2 saw-sets.....	50	do
20 pounds hose rivets.....	50	per pound.
5,000 iron rivets.....	25	per M.
5,000 copper rivets.....	1 00	do
10,000 tinned rivets.....	20	do
2 glazier's diamonds.....	4 50	each.
6 boxes tin, XX.....	14 00	per box.
13 dozen plug bits, $\frac{3}{4}$ to $1\frac{1}{4}$ -inch.....	1 00	per dozen.
3 dozen auger bits.....	5 00	do
1,000 sail needles, assorted.....	1	each.
300 pounds Banca tin.....	26	per pound.
300 pounds pig zinc.....	6	do
300 pounds sheet zinc.....	9	do
6 bench vices, estimated at 300 pounds.....	7 00	each.
6 hand vices.....	25	do
6 dozen steel scrapers.....	4 00	per dozen.
6 screw wrenches.....	2 50	each.
24 sail knives, to pattern.....	25	do
12 brass tumbler padlocks.....	25	do
1 large copper-back thermometer.....	3 00	do
20,000 copper pump tacks.....	50	per M.
20,000 iron pump tacks.....	8	do
2 brass sieves, for foundry.....	2 75	each.
2 pair pincers.....	33	do
6 shoe knives.....	8	do
12 sewing awls.....	2	do
12 iron latches.....	8	do

Y. & D.—No. 8—Continued.

ate.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 19	1854. June 30	Horton, Hall, & Co.—Cont'd..	50 pounds emery..... 2 drawing-knives..... 2 pairs tinner's shears..... 10 pairs round and flat pliers..... 6 hand-bellows..... 2 reams emery paper..... 4 pairs cut nippers..... 12 iron closet locks..... 1,000 pounds braziers' copper, size as required..... 500 pounds gum elastic packing, per sample..... 75 tons, of 2,000 pounds, best quality herdsgrass or timothy loose hay.....	\$0 10 per pound.. 50 each. 2 00 do 62 do 25 do 1 00 per ream. 75 per pair. 10 each. 32½ per pound. 45 do	Charlestown, Mass.
July 22	June 30	Oakman & Eldridge.....	1 ton straw..... 750,000 first quality hard-burnt bricks..... 2,000 Amboy No. 1 fire bricks..... 800 casks first quality stone lime..... 20 bushels long hair..... 200 casks hydraulic cement..... 20 casks Roman cement..... 1,600 bushels charcoal (birch or maple)..... 100 bushels northern oats..... 700 bushels yellow meal..... 100 bushels cracked corn..... 100 bushels shorts..... 350 tons paving stones, per sample..... 150 tons paving gravel, per sample.....	21 75 per ton. 14 00 do 6 75 per M. 40 00 do 90 per cask. 25 per bushel. 1 60 per cask. 3 50 do 15 per bushel. 50 do 85 do 80 do 50 do 1 29 per ton. 48 do	
July 22	June 30	George Adams.....	100 tons 20-inch imperial slate, from Bangor quarry.....	23 90 do	
July 23	June 30	Samuel P. Brown.....	500 spruce piles, 20 to 30 feet long, 10 inches diameter one third from butt end..... 150 spruce piles, 15 to 20 feet long, 10 inches diameter one third from butt end.....	1 75 each. 1 50 do	

July 16 June 30

McSpedon, Baker, & Co.....

400 cubic feet yellow pine timber, 30 to 45 feet long, 14 to 18 inches square, averaging 16 inches.....	35	per cub. ft.
400 cubic feet white pine timber, 15 to 18 inches square, in lengths from 20 to 30 feet, to be free from shakes and large knots.....	33	do
20,000 feet, board measure, No. 1 spruce plank, 2 inches thick	17 00	per 1,000 ft.
3,000 feet..... do..... No. 1 spruce boards, 1 inch thick	17 00	do
3,000 feet..... do..... No. 1 spruce joist, 3 by 4 inches, to average 20 feet long.....	17 00	do
2,000 feet, board measure, No. 1 spruce joist, 3 by 5 inches, to average 20 feet long.....	17 00	do
10 black spruce shores, 42 feet long, 8 inches diameter in the middle, 6 inches diameter at top end.....	5 00	each.
200 black spruce shores, 20 to 30 feet long, and from 6 to 7 inches diameter in the middle.....	1 40	do,
100 black spruce poles, 20 to 30 feet long, and from 2 to 3 inches diameter in the middle.....	25	do
1 book consolidated ship's accounts, per pattern.....	3 50	do.....
2 books semi-monthly reports..... do.....	3 50	do
2 books consolidated ship's accounts... do.....	2 00	do
20 muster books..... do.....	44	do
50 abstract sheets..... do.....	2	do
1 ream semi-monthly sheets..... do.....	2 00	per ream.
24 quires pay roll for mechanics and laborers, bound in 4 books, per pattern.....	2 00	per book.
500 sheets pay roll for mechanics and laborers, per pattern..	2	per sheet.
1 book, 5 quires, printed, ruled, and bound, per pattern.....	1 00	per book.
6 letter books.....		
6 letter guard books.....		
7 6-quire blank books.....		
6 4-quire..... do.....		
6 3-quire..... do.....		
1 6-quire bill book, demy.....		
3 6-quire requisition books, demy.....		
2 6-quire requisition books, folio-post, printed.....		
1 pay and receipt roll book, 2 quires.....		
1 cash book, 2 quires.....		
1 receipt book, 4 quires.....		
1 book record of invoices, 6 quires, demy.....		

New York.

H. Dec. 1.

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10 reams Owens & Hurlbut's cap paper, ruled per pattern, blue laid pattern.....	4 00	do
15 reams Owens & Hurlbut's quarto-post, faint-lined, blue laid pattern.....	4 00	do
24 reams best quality cap paper, faint-lined.....	4 00	do
30..... do..... letter..... do.....	4 00	do
11..... do..... cap paper, regulation, ruled per pattern.	2 00	do
1..... do..... note paper.....	3 00	do
2..... do..... folio-post paper, faint lined.....	1 00	do
2..... do..... demi-demi paper, flat.....	4 00	do
1..... do..... log paper.....	2 00	do
3..... do..... thick blotting paper.....	4 50	do
12 sheets demi hot-pressed drawing paper, Whatman's.....	2	per sheet.
12 sheets medium..... do..... do.....	3	do
12 sheets royal..... do..... do.....	5	do
12 sheets super-royal..... do..... do.....	6	do
12 sheets imperial..... do..... do.....	8	do
168 sheets elephant..... do..... do.....	8	do
192 sheets double elephant..... do..... do.....	13	do
24 sheets Columbian..... do..... do.....	10	do
24 sheets atlas..... do..... do.....	10	do
168 sheets antiquarian..... do..... do.....	25	do
216 sheets best French tracing paper, 42 by 30 inches.....	10	do
12 reams best yellow envelope paper.....	4 50	per ream.
6 dozen bottles black ink, (quart) Maynard & Noyes.....	3 00	per dozen.
1 dozen half-pint bottles carmine ink.....	1 50	do
16 pieces India rubber, (for engineers) per sample.....	24	per piece.
24 dozen pieces wide red tape.....	16	per dozen.
3 dozen rolls silk tints, assorted colors, per sample.....	1 75	do
6 gross Faber's best lead-pencils, assorted Nos., per sample..	3 00	per gross.
3 dozen "Ligne's" French drawing pencils, No. 3.....	98	per dozen.
12 dozen Faber's drawing pencils, No. 2.....	98	do
6 dozen Elliot's..... do..... H H H H.....	98	do
2 dozen red-chalk pencils.....	62	do
60 gross steel pens, assorted.....	2 50	per gross.
12 dozen penholders, assorted.....	50	per dozen.
6 cards lithographic pens.....	12	per card.
200 slate-pencils, white Rutland, per sample.....	10	per 100.
20 dozen half-pint papers black sand.....	12	per dozen.

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 16	1854. June 30	McSpedon, Baker & Co.— Continued.	2 dozen 4-blade penknives, best quality, per sample 6 patent inkstands, per sample..... 6 metal inkstands with covers, per sample..... 2 inkstands with racks, for engineers 2 inkstands for India ink..... 6 dozen pieces India rubber, per sample 1 dozen India rubber bands, for engineers..... 4 pounds vulcanized rubber, for engineers..... 6 erasure knives, ivory handles..... 12 ivory letter folders, per sample..... 1,000 quills, best No. 80..... 3 log slates, double, per sample..... 3 school slates..... 16 pounds refined gum arabic..... 4,500 letter, note, and regulation envelopes, assorted..... 10 pounds sealing wax, best American 12 pounds best scarlet wafers, assorted..... 2 letter clips, for engineers..... 2 steel rulers, 2 by 3 feet long, for engineers..... 1 letter rack, for engineers..... 1 case drawing instruments, &co., (Pentico's) for engineers..	\$11 50 per dozen. 25 each. 25 do 25 do 25 do 96 per dozen. 35 do 90 per pound. 25 each. 28 do 2 00 per 1,000. 90 each. 10 do 25 per pound. 50 per 100. 45 per pound. 30 do 25 each. 25 do 25 do 1 00 per case.	New York.
July 17	June 30	E. B. Peet.....	80,000 hard-burnt North River bricks.....	5 75 per 1,000.	
July 19	June 30	Lawrence Cement Company..	1,000 loads building sand.....	24 per load.	
July 19	June 30	James Ludlum.....	250 barrels (of 300 pounds) of best quality hydraulic cement.	1 25 per barrel.	
			6 dozen 3-inch C. S. taper files.....	56 per dozen.	
			120 do...4-inch.....do.....	63 do	
			72 do...5-inch.....do.....	80 do	
			24 do...6 inch.....do.....	1 09 do	
			24 do...7-inch.....do.....	1 46 do	
			12 do...7-inch.....do.....	1 20 do	
			24 do...8-inch.....do.....	1 47 do	

12..do..9-inch C. S. mill-saw files.....	1 88	do
10..do..8-inch C. S. flat bastard files	1 47	do
20..do..10-inch.....do.....	2 20	do
20..do..12-inch.....do.....	3 05	do
20..do..14-inch.....do.....	4 28	do
10..do..8-inch C. S. $\frac{1}{4}$ -round bastard files.....	1 65	do
20..do..10-inch.....do.....do.....	2 37	do
20..do..12-inch.....do.....do.....	3 38	do
20..do..14-inch.....do.....do.....	4 84	do
1..do..5-inch C. S. rat-tail files.....	1 13	do
2..do..6-inch.....do.....	1 13	do
2..do..8-inch.....do.....	1 65	do
1..do..9-inch.....do.....	2 03	do
2..do..10-inch.....do.....	2 37	do
2..do..12-inch.....do.....	3 38	do
2..do..14-inch.....do.....	4 84	do
1..do..5-inch C. S. square files.....	1 02	do
2..do..6-inch.....do.....	1 13	do
2..do..8-inch.....do.....	1 65	do
2..do..10-inch.....do.....	2 37	do
2..do..12-inch.....do.....	3 38	do
2..do..14-inch.....do.....	4 84	do
1..do..8-inch C. S. flat smooth files.....	1 97	do
1..do..10-inch.....do.....	2 87	do
1..do..12-inch.....do.....	4 05	do
1..do..14-inch.....do.....	6 08	do
3..do..3-inch C. S. ward files, double cut.....	1 04	do
2..do..5-inch.....do.....do.....	1 25	do
2..do..10-inch C. S. cabinet files	2 87	do
2..do..12-inch.....do.....	4 05	do
2..do..8-inch C. S. cabinet rasps.....	2 19	do
2..do..10-inch.....do.....	3 15	do
2..do..12-inch.....do.....	4 62	do
2..do..14-inch C. S. horse rasps.....	4 57	do
$\frac{1}{4}$..do..6-inch C. S. flat files, double cut.....	1 02	do
$\frac{1}{4}$..do..8-inch.....do.....do.....	1 47	do
$\frac{1}{4}$..do..12-inch.....do.....do.....	3 05	do
$\frac{1}{4}$..do..6-inch.....do.....single cut.....	1 02	do
$\frac{1}{4}$..do..8-inch.....do.....do.....	1 47	do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 19	1854. June 30	James Ludlum—Continued....	$\frac{1}{2}$ dozen 12-inch C. S. flat files, single cut..... $\frac{1}{2}$ dozen 6-inch C. S. half-round files, single cut..... $\frac{1}{2}$ dozen 8-inch .....do.....do.....do..... $\frac{1}{2}$ dozen 12 inch.....do.....do.....do.....	\$3 05 per dozen... 1 13 do 1 65 do 3 38 do	New York.
July 20	June 30	S. G. Bogert.....	1,000 feet, board measure, clear $\frac{3}{4}$ -inch white pine boards... 2,500 feet.....do.....1 $\frac{1}{2}$ -inch.....do..... 1,000 feet.....do.....1 $\frac{1}{4}$ -inch white pine plank ... 1,000 feet.....do.....1 $\frac{1}{2}$ -inch.....do..... 1,500 feet.....do.....2-inch.....do..... 1,500 feet, board measure, merchantable 1-inch white pine boards 1,000 1 $\frac{1}{4}$ -inch Albany white pine plank 1,000 1 $\frac{1}{2}$ -inch.....do.....do..... 100 lineal feet 3 by 4-inch hemlock..... 1,000...do...6 by 3-inch...do..... 2,000 feet, board measure, 1 $\frac{1}{4}$ -inch yellow pine plank, not less than 12 inches wide 450 feet, board measure, 2 $\frac{1}{2}$ -inch mahogany..... 3,500 feet.....do.....1-inch hemlock fence boards..... 100 round piles, 10 inches diameter at butt, 25 feet long 48 hickory bars, to square 3 inches one end and 2 inches the other	40 00 per M feet. 40 00 do 40 00 do 40 00 do 40 60 do 30 00 do 28 per piece. 35 do 3 per lineal ft. 3 do 30 00 per M feet. 20 per foot. 16 00 per M feet. 2 00 per piece. 40 do 40 do 4 per pound. 3 $\frac{1}{2}$ do 4 $\frac{1}{2}$ do 4 do 3 $\frac{1}{2}$ do 1 00 per dozen. 5 00 do	
July 20	June 30	Storer & Stephenson.....	24 spruce poles, to average 3 inches in diameter..... 1,000 pounds 3 $\frac{1}{2}$ by 3 $\frac{1}{4}$ -inch flat iron..... 1,000 pounds 3 by $\frac{3}{4}$ -inch.....do..... 1,000 pounds $\frac{1}{2}$ -inch round iron..... 1,000 pounds $\frac{5}{8}$ -inch.....do..... 1,000 pounds $\frac{1}{2}$ -inch.....do..... 1 dozen brad awls and handles, assorted..... 4 dozen L'Homedieu's patent ship augers, without screws, 1 $\frac{3}{8}$ inch		

8 dozen L'Hommedieu's patent ship augers, without screws, 1/8-inch	5 00	do
8 dozen L'Hommedieu's patent ship augers, without screws, 3/8-inch	5 00	do
6 dozen L'Hommedieu's patent ship augers, without screws, 1/2-inch	7 00	do
4 dozen L'Hommedieu's patent ship augers, without screws, 7/8-inch	8 00	do
2 dozen L'Hommedieu's patent ship augers, without screws, 1 1/8-inch	10 00	do
12 best screw augers, 1/2-inch	20	each.
12.....do.....3/4-inch	50	do
12.....do.....1-inch	50	do
6.....do.....1 1/4-inch	30	do
12.....do.....1 1/2-inch	50	do
6.....do.....1 3/4-inch	80	do
12.....do.....1 7/8-inch	60	do
6.....do.....1 7/8-inch	1 00	do
12.....do.....1 7/8-inch	75	do
6.....do.....1 7/8-inch	1 00	do
12.....do.....1 7/8-inch	75	do
6.....do.....1 7/8-inch	1 50	do
12.....do.....2-inch	1 00	do
3.....do.....2 1/4-inch	2 00	do
3.....do.....2 1/4-inch	2 00	do
3.....do.....2 3/4-inch	2 00	do
3.....do.....2 3/4-inch	2 00	do
3.....do.....2 3/4-inch	2 00	do
3.....do.....3-inch	3 00	do
2 round axes, handled, best quality	2 00	do
42 wood.....do.....do	1 00	do
4 smiths' anvils, best quality, not less than 350 pounds each— say 1,400 pounds	15 per pound.	
3 dozen augers, spur bits, 3/8-inch	1 00	per dozen
3 dozen.....do.....1/2-inch	2 00	do
3 dozen.....do.....5/8-inch	1 00	do
3 dozen.....do.....3/4-inch	2 00	do
3 dozen.....do.....7/8-inch	1 00	do
3 dozen.....do.....1-inch	2 00	do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	6 dozen pad and spoon bits, assorted..... 1 dozen centre bits, assorted..... 1 dozen plug bits, 1¼-inch..... 1 dozen.....do.....1¼-inch..... 1 dozen.....do.....1-inch..... 1 dozen.....do.....¾-inch..... 1 dozen.....do.....¾-inch..... ½ dozen.....do.....¾-inch..... 26 dozen corn brooms, best quality..... 30 dozen hickory brooms..do..... 14 dozen birch brooms.....do..... 1 dozen 1¼-inch brass plate buttons..... 78 turning chisels, assorted, ¼ to 2½ inches, handled—say 696 eighths..... 48 socket chisels, assorted, ¼ to 2¼ inches, handled—say 570 eighths..... 100 pounds best quality glue..... 2 dozen best cast-steel hoes, handled..... 1 set cart harness, sample..... 20 pair 2½-inch iron butt hinges..... 20 pair 3-inch.....do..... 20 pair 4-inch.....do..... 2 dozen bottles Kellenger's horse liniment..... 1 paint mill, 2 feet in diameter..... 100 pounds horseshoe nails, pattern..... 100 pounds ox-shoe.....do..... 600 pounds 30-penny iron cut nails..... 1,400 pounds 12-penny.....do..... 500 pounds 10-penny.....do..... 800 pounds 8-penny.....do..... 300 pounds 6-penny.....do.....	\$1 00 per dozen. 2 00 do 12 00 do 10 00 do 10 00 do 7 00 do 10 00 do 8 00 do 2 00 do 1 00 do 1 00 do 50 do 8 per eighth. 6 do 20 per pound. 10 00 per dozen. 20 00 per set. 5 per pair. 10 do 10 do 4 00 per dozen. 10 00 25 per pound. 25 do 4 do 3½ do 5 do 4 do 5 do	New York.

100 pounds 8-penny clasp-head iron wrought nails	8 do
100 pounds 10-penny..... do..... do.....	10 do
12,000 8-oz. iron cut tacks	8 per M.
20,000 20-oz. iron pump tacks	20 do
2 dozen 3½-inch iron padlocks.....	4 00 per dozen.
1 dozen 7-inch iron rim dead locks.....	12 00 do
50 reams best quality sand paper	1 80 per ream.
4 reams..... do..... emery paper	5 00 do
100 sewing needles, best quality, assorted	2 00 per 100.
12 pair 1½-inch iron axle sash pulleys	10 per pair.
1 2-foot rule, best boxwood.....	33 each.
2 dozen iron rakes, handled	12 00 per dozen.
65 gross ¾-inch iron screws, assorted numbers	30 per gross.
11 gross 1-inch..... do..... do.....	30 do
11 gross 1¼-inch..... do..... do.....	50 do
11 gross 1½-inch..... do..... do.....	50 do
5 gross 2-inch..... do..... do.....	1 00 do
90 gross 1¾-inch..... do..... do.....	3 do
12 crosscut saws, sample.....	3 00 each.
18 hack saws..... do.....	1 00 do
2 turning saws..... do.....	5 00 do
4 handsaws..... do.....	2 00 do
6 Ohio grindstones, 5 feet diameter, 5½ inches thick	10 00 do
12 iron squares, cast steel.....	25 do
6 pounds best oil-stone.....	50 per pound.
10 dozen best cast-steel shovels.....	12 00 per dozen.
4 dozen best cast-steel spades.....	9 00 do
4 screw-wrenches, (1 each,) 12, 14, 16, and 18 inches	2 00 each.
1 pound blind wires.....	1 00 per pound.
1 ox-yoke	50 each.
50 pounds iron wire, assorted	10 per pound.
1 dozen pair 2-inch iron butt hinges	1 00 per doz. pr.
1 dozen 3-inch iron padlocks.....	3 00 per dozen.
1 dozen 3-inch cupboards locks	3 00 do
1 dozen 3-inch iron drawer locks.....	4 00 do
1 dozen 3-inch brass flush bolts	3 00 do
500 pounds Bender's iron pressed spikes	10 per pound.
250 pounds Russia sheet iron, Nos. 12 and 14.....	20 do
2 jack planes, double irons	1 00 each.

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	2 smoothing planes, double irons 2 fore planes, double irons 2 boxes IC tin 2 boxes IX tin 2 smiths' vices of 150 pounds each, say 300 pounds 2 hand vices 100 pounds sheet zinc 10 pounds sash cord, 6-strand 10,000 iron cut brads, assorted 1 dozen chalk lines of 100 feet 10,000 iron tinned rivets, assorted 3 2-foot rules 3 dozen brass sash-fastenings 1 dozen spoke shaves, assorted 4,000 pounds brown zinc paint 4,000 pounds dry white lead, pure 100 pounds white lead in oil 1,600 pounds red lead 2,500 pounds chrome yellow 7,500 pounds French yellow ochre 2,500 gallons pure linseed oil, raw 30 gallons black japan 500 gallons spirits turpentine 300 pounds licharge 1,000 pounds whiting 1,000 pounds lampblack 200 pounds Venetian red 200 pounds patent drier 50 pounds brown soap 10 pounds beeswax 3 pounds Indian red	\$1 00 each. 1 00 do 15 00 per box. 15 00 do 20 per pound. 2 00 each. 10 per pound. 25 do 10 per 1,000. 1 00 per dozen. 80 per 1,000. 25 each. 2 50 per dozen. 6 00 do 6 per pound. 8 do 10 do 10 do 15 do 2 do 74 per gallon. 1 00 do 50 do 6 per pound. 1 do 2 do 2 do 10 do 10 do 30 do 10 do	New York.

July 22
July 22

June 30
June 30

Felix Devlin, jr
G. G. Glasier.....

5 pounds Chinese blue.....	1 00	do
4 pounds red vermilion	1 50	do
100 pounds chrome green	20	do
8 pounds terra de sienna.....	10	do
15 pounds umber.....	6	do
7 pounds ivory black	2	do
12 pounds Vandyke brown	15	do
50 pounds Paris green	30	do
20 pounds pumice stone	5	do
10 pounds Oxford ochre	10	do
1,000 pounds white zinc paint	10	do
10 gallons coach varnish	50	per gallon.
10 gallons copal varnish.....	2 50	do
6 gallons harness varnish.....	2 00	do
300 feet 7 by 9-inch Redford crown glass, double thickness, (French glass).....	10	per foot.
100 feet 10 by 12-inch Redford crown glass, double thickness, (French glass).....	10	do
100 feet 9 by 11-inch Redford crown glass, double thickness, (French glass).....	10	do
100 feet 8 by 10-inch Redford crown glass, double thickness, (French glass).....	10	do
100 feet 10 by 14-inch Redford crown glass, double thickness, (French glass).....	10	do
50 feet 14 by 20-inch Redford crown glass, double thickness, (French glass).....	15	do
100 feet 12 by 16-inch Redford crown glass, double thickness, (French glass).....	10	do
100 feet 14 by 16-inch Redford crown glass, double thickness, (French glass).....	15	do
100 feet 9 by 12-inch Redford crown glass, double thickness, (French glass).....	7	do
100 feet 11 by 14-inch Redford crown glass, double thickness, (French glass).....	7	do
2,000 bushels pine-wood charcoal	19	per bushel.
1,600 pounds square cast steel, assorted sizes, best quality ..	12	per pound.
400 pounds octagon cast steel, 5½-inch, best quality	20	do
500 pounds blister steel, London, (L).....	8	do
390 pounds German steel, best quality.....	11	do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 22	1854. June 30	G. G. Glasier—Continued	40 gallons alcohol, 95 per cent. proof	\$0 60 per gallon.	New York.
			100 pounds potash.....	10 per pound.	
			100 pounds prussiate of potash	35 do	
			50 pounds best refined borax	50 do	
			12 dozen extra whitewash brushes.....	12 00 per dozen.	
			22 dozen extra (6) paint brushes.....	8 00 do	
			½ dozen extra (4) ....do.....	8 00 do	
			¼ dozen extra (2) ....do.....	8 00 do	
			25 dozen No. 6 sash-tool brushes.....	1 50 do	
			1 dozen No. 2 varnish brushes	4 50 do	
			8 dozen painters' dusting brushes.....	3 25 do	
			½ dozen hand dusting brushes.....	4 50 do	
			5 dozen French fitches	75 do	
			5 dozen sable-hair lettering pencils.....	1 50 do	
			2 dozen paying tools.....	2 25 do	
			1 dozen horse brushes	7 00 do	
			1 dozen long-handled tar brushes.....	6 00 do	
			3 universal chocks for turning-lathe, pattern.....	8 00 each.	
			360 pounds pure sperm candles	30 per pound.	
			2 pieces 18-inch blue bunting	5 00 per piece.	
			3 pieces 18-inch red bunting	5 00 do	
			3 pieces 12-inch red bunting	4 00 do	
			3 pieces 18-inch white bunting	4 00 do	
			3 pieces 12-inch white bunting	4 00 do	
			40 yards light ravens duck	15 per yard.	
			10 pounds emery, No. 2.....	15 per pound.	
			10 pounds ground glass	15 do	
			100 pounds signal halliards.....	10 do	
			100 pounds best W. O. tanned pump leather.....	30 do	
			100 pounds best leather belting.....	20 do	
			4 sides best lacing leather.....	1 38 per side.	
			500 feet in length 2-inch lead pipe, say 4,000 pounds.....	6 per pound.	

July 22 June 30
 July 22 June 30

S. J. Seely
 C. S. Storms.....

100.....do.....1-inch.....do.....700.....do.....	7 do
30 yards white muslin, yard wide.....	6 per yard. /
40 fathoms 5-inch heup rope, say 222 pounds.....	13 per pound.
40 fathoms 3-inch.....do.....say 88.....do.....	13 do
200 pounds India rubber.....	35 do
3 Ballard's patent planking jackscrews, stocks 2½ feet.....	30 00 each.
3.....do.....do.....do.....3 feet.....	35 00 do
2 dozen steel-blade ship scrapers, iron handles.....	5 00 per dozen.
1,200 pounds best beef tallow.....	10½ per pound.
2 pounds linen thread, No. 65.....	60 do
8 barrels coal tar.....	4 00 per barrel.
24 pounds cotton lamp wicking.....	13 per pound.
400 pounds cotton waste.....	12 do
300 pounds packing yarn, best quality.....	16 do
10 pounds flour of emery.....	10 do
10 pounds British lustre.....	12 do
5 pounds gum shellac.....	12 do
560 gallons pure sperm oil.....	1 00 per gallon.
30 gallons neatsfoot oil.....	80 do
120 gallons whale oil.....	40 do
3 pounds mica.....	80 per pound.
20 gallons Florence oil.....	1 30 per gallon.
1,000 pounds Manilla rope, assorted.....	13 per pound.
2 pounds fine sponge.....	1 30 do
2 dozen scrubbing brushes.....	2 30 per dozen.
200 bushels mahogany sawdust.....	50 per bushel.
10 dozen hickory sledge handles.....	2 00 per dozen.
10 dozen hickory hammer handles.....	1 00 do
175 barrels lino, equal to Seely's.....	1 50 per barrel.
50 tons best timothy and clover hay, say 112,000 pounds.....	98 per 100 lbs.
20,000 pounds Indian meal.....	95 do
2,500 pounds ground feed.....	1 50 do
1,500 bushels oats.....	50 per bushel.
700 bushels shipstuff, or fine feed.....	19 do
1,500 bundles straw.....	4 per bundle.
2 sacks fine salt.....	1 00 per sack.
1 fire-engine complete, of the most approved modern build, with 500 feet of leading hose and 18 feet of suction hose, and apparatus complete, as per pattern.....	1,325 00

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 22	1854. June 30	C. S. Storms—Continued.....	500 feet leading hose, 3-inch, with couplings complete, to fit yard hose.....	\$0 85 per foot.....	New York.
July 14	June 30	Wm. H. Maurice.....	1 Worthington pump and fixtures complete, to be attached to steam-boiler in western reservoir.....	400 00	Philadelphia.
			24 sheets double elephant drawing paper.....	14 $\frac{1}{4}$ per sheet.	
			24 sheets Columbian..... do.....	12 $\frac{1}{2}$ do	
			2 reams letter paper, ruled to pattern.....	2 50 per ream.	
			2..... do..... faint-lined.....	2 50 do	
			9 reams cap paper..... do.....	2 50 do	
			1 ream cap envelope paper.....	2 25 do	
			1 ream large envelope paper.....	3 00 do	
			2 reams blank bills, to pattern.....	4 50 do	
			1 ream receipts for recruits, to pattern.....	5 00 do	
			$\frac{1}{2}$ ream certificates of settlement, to pattern.....	8 00 do	
			$\frac{1}{2}$ ream pay accounts..... do.....	8 00 do	
			$\frac{1}{2}$ ream mechanics' pay rolls..... do.....	24 00 do	
			$\frac{1}{2}$ ream money requisitions..... do.....	16 00 do	
			1 ream officers' pay rolls..... do.....	24 00 do	
			$\frac{1}{2}$ ream officers' muster rolls..... do.....	24 00 do	
			$\frac{1}{2}$ ream discharges..... do.....	7 50 do	
			$\frac{1}{2}$ ream allotment tickets..... do.....	6 00 do	
			$\frac{1}{2}$ ream requisitions for small stores..... do.....	12 00 do	
			$\frac{1}{2}$ ream stewards' weekly returns..... do.....	5 00 do	
			12 quires blotting paper.....	20 per quire.	
			500 quills, clarified, No. 80.....	2 00 per 100.	
			1 $\frac{1}{2}$ pound sealing wax.....	1 12 $\frac{1}{2}$ per pound.	
			1 pound French wafers, red.....	75 do	
			$\frac{1}{2}$ pound pounce.....	1 00 do	
			9 dozen Faber's & Contee's drawing pencils.....	50 per dozen.	
			32 dozen Monroe's best lead pencils.....	50 do	
			2,500 legal envelopes, white.....	30 per 100.	

July 14 June 30 James Lesley, jr.

2, 100 letter.....do.....	20	do
6 dozen pieces red tape.....	22	per dozen.
1 dozen pieces mouth glue.....	12	do
2 pieces India ink.....	25	per piece.
25 pieces India rubber.....	6	do
444 papers black sand.....	1½	per paper.
2 American Almanacs for 1854.....	87½	each.
18 small bottles carmine.....	12½	do
18 quart bottles Maynard & Noyes's black ink.....	25	do
1 quart bottle Arnold's copying black ink.....	75	do •
2 small bottles blue ink.....	6	do
130 cards Perryan 3-pointed pens.....	20	per card.
8 penknives.....	1 00	each.
2 erasing knives.....	25	do
42 memorandum books.....	3 00	do
1 log-book, to pattern.....	3 00	do
2 diaries....do.....	1 00	do
1 pay-book..do.....	2 00	do
6 blank books, 3 quires each.....	50	do
1 mechanics' and laborers' book, to pattern.....	10 00	do
1 requisition book.....do.....	6 00	do
5 letter files.....	1 25	do
2 sandboxes.....	12½	do
2 inkstands.....	50	do
2 flat rulers.....	25	do
100 pounds 20-penny cut nails.....	3 74	per 100 lbs.
100 pounds 12-penny...do.....	3 74	do
200 pounds 10-penny...do.....	3 74	do
½ ream patent glass paper No. 0.....	2 75	per ream.
½....do.....do.....No. ½.....	2 75	do
1....do.....do.....No. 1.....	2 75	do
1 dozen screw-augers with cutters for brasses, assorted from ¾ to 1 inch.....	3 75	per dozen.
1 dozen screw-augers, assorted from ½ to 2 inches.....	7 00	do
1 dozen centre-bits, assorted from ¾ to 1½ inch.....	1 25	do
12 cross-cut saws.....	1 50	each.
6 panel saws.....	1 00	do
3 tenon saws.....	1 00	do
3 wood saws.....	75	do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 14	1854. June 30	James Lesley, jr.—Continued.	6 broad-axes 3 wood-axes 6 adzes 2 grindstones, each 48 inches diameter 3 gross 1-inch iron screws, No. 12 3 gross 2-inch do. No. 16 4½ dozen cast-steel shovels, Nos. 3 and 4 ½ dozen do. No. 0000 1 dozen spades 1 patent tape-line, 100 feet long 9 pairs bead planes, right and left, from ¼ to 1½ inch 6 dozen 12-inch mill-saw files 6 do. 10-inch do 6 do. 5-inch hand-saw files 20 do. 4½-inch do 10 do. 3½-inch do 2 do. 12-inch half-round cabinet rasps 2 do. 12-inch half-round cabinet files 2 do. 14-inch flat fine files 2 do. 14-inch flat coarse files 2 do. 14-inch half-round fine files 2 do. 14-inch half-round coarse files 2 do. 6-inch rat-tail files 60 pounds glue 20 pounds borax 10 pounds spelter 10 pounds ox-shoe nails 12 pounds rotten-stone 6 pounds sponge 200 pounds copperas 200 sledge handles	\$2 00 each. 75 do 2 00 do 12 00 do 25 per gross 64 do 9 70 per dozen 7 50 do 6 00 do 1 25 do 1 25 per pair 3 50 per dozen 2 50 do 80 do 80 do 57 do 4 16 do 3 90 do 5 00 do 4 00 do 6 00 do 4 50 do 1 10 do 17 per pound 33 do 7 do do do do do each.	Philadelphia.

12 sides bellows leather.....	per side.
20 gallons dubbing.....	per gallon.
5 gallons neatsfoot oil.....	do
1 barrel fish oil.....	per barrel.
30 pounds brown soap.....	per pound.
50 pounds Castile soap.....	do
12 dozen corn brooms.....	per dozen.
6 dozen hickory brooms, flat.....	do
4 dozen whitewash brushes, 8 knot.....	do
4 dozen hand-scrub brushes.....	do
1 dozen dusting brushes.....	do
1 dozen sweeping brushes, with handles.....	do
2 dozen 1-bushel baskets, oak or hickory.....	do
2 dozen 2-bushel..... do..... do.....	do
2 dozen iron-bound water-buckets.....	do
1 dozen iron-bound water-cans.....	do
1½ dozen copper-riveted fire-buckets.....	do
1 horse cover.....	each.
2 horse cards.....	do
2 horse brushes.....	do
1 horse comb.....	do
2 currycombs.....	do
1 bottle oil of spiko.....	per bottle.
1 pair sheep-shears.....	62 per pair.
1 set cart harness, complete to order.....	16 00 per set.
1..... do..... for chains to order.....	16 00 do
5 barrels sperm oil—150 gallons.....	1 45 per gallon.
5 barrels tallow—1,000 pounds.....	10½ per pound.
50 pounds gum packing.....	50 do
200 pounds sheet lead.....	8½ do
400 pounds cotton waste.....	8½ do
6 largest size scrow wrenches.....	2 25 each.
6 smallest size..... do.....	75 do
6 belt punches, ¾ inch.....	31½ do
2 brass pumps, 4 inches diameter.....	50 00 do
100 feet iron pipe, 2½ inches diameter.....	1 00 per foot.
50 feet lead pipe..... do..... do.....	62½ do
3 tin oil tanks, 40 gallons each.....	5 00 each.
6 copper oil feeders.....	50 do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 14	1854. June 30	James Lesley, jr.—Continued.	12 patent-spring oil cans	\$0 31½ each.	Philadelphia.
			20 quires emery paper.....	30 per quire.	
July 15	June 30	Charles F. Hollingshead.....	34 feet 2-inch leather hose, copper riveted, with coupling in the centre	75 per foot.	
July 16	June 30	Lester D. Fuller.....	14 tons timothy and clover hay	19 75 per ton.	
			800 bundles rye straw	9 per bundle.	
			50 cords yellow pine wood	4 75 per cord.	
			1,000 team-loads paving gravel, 32 cubic feet each.....	87½ per load.	
			150 bushels ground oats and corn.....	80 per bushel.	
			120 bushels oats	55 do	
			20 bushels wheat ship-stuff.....	75 do	
July 20	June 30	Lester D. Fuller.....	2 bushels salt	50 do	
			1,200 lineal feet curb-stone, 5 inches thick, 5 to 10 feet long.	35 per foot.	
			1,200 lineal feet flag-stone, 12 inches wide, not less than 3 inches thick, and from 2 to 6 feet long	25 do	
			3,000 perches pier stone.....	60 per perch.	
			600 team-loads pebble paving stone.....	2 70 per load.	
			28,666 feet, free measure, hemlock wharf timber.....	8¼ per foot.	
			10,000 feet, board measure, white pine, 11 by 15 inches, and 30 to 50 feet long	2 do	
			30,000 feet, board measure, white pine plank, 5 inches thick, 30 to 50 feet long, and not less than 12 inches wide....	2 do	
			50 white-oak fenders, 7 by 9 inches square, and 12 feet long.	3 do	
			500 feet, board measure, white-pine panel boards, ¾ in. thick.	4 do	
			500 feet.....do.....do.....panel plank, 1½ in. thick.	4 do	
			500 feet.....do.....do.....do.....do.....2 in. thick.	4 do	
			600 feet.....do.....ash plank, 2¼ inches thick.....	3 do	
			500 feet.....do.....ash boards, 1 inch thick.....	3 do	
July 18	June 30	Geo. J. Weaver & Co.....	6 pieces white hickory, 8 by 8 inches, and 7 feet 6 in. long..	1 00 each.	
			500 fathoms 2¼-inch Manila rope, estimated at 700 pounds..	13 per pound.	
			800...do...3 inch.....do.....do.....do.....1,300...do.....	13 do	

			300...do...3½-inch.....do.....do.....600...do.....	13	do	
			300...do...3¾-inch.....do.....do.....750...do.....	13	do	
			400...do...4-inch.....do.....do.....1,200...do.....	13	do	
			300...do...4½-inch.....do.....do.....1,100...do.....	13	do	
			300...do...4¾-inch.....do.....do.....1,200...do.....	13	do	
			6 pitching axes.....	75	each.	
			1 barrel coal tar.....	1	00 per barrel.	
June 29	June 30	Peter Fritz.....	Repairing steps at Naval Asylum, and furnishing materials for the same.....	1,000	00	Naval Asylum.
July 11	June 30	A. E. Patton.....	50 pea-coats, coarse blue pilot cloth.....	8	25 each.	
			125 jackets, blue cloth.....	5	75 do	
			160 vests, blue cloth.....	2	00 each.	
			225 pairs pants, blue cloth.....	3	87½ per pair.	
			500 shirts, (over,) white cotton shirting.....	62½	each.	
			250 shirts, (under,) blue flannel, indigo dye.....	1	12½ do	
			200 shirts, (under,) Canton flannel, unbleached.....	50	do	
			200 pairs drawers, blue flannel, indigo dye.....	1	12½ per pair.	
			200 pairs drawers, cotton flannel, unbleached.....	50	do	
			200 handkerchiefs, black silk, for the neck.....	87½	each.	
			300 pairs half hose, woollen.....	25	per pair.	
			100 jackets, brown drilling.....	1	40 each.	
			75 vests, brown drilling.....	1	25 do	
			150 pairs pants, brown duck.....	1	25 per pair.	
			50 pairs drawers, white cotton drilling.....	50	do	
			500 pairs half hose, cotton.....	12½	do	
			500 pocket handkerchiefs, cotton.....	12½	each.	
July 12	June 30	Wm. F. Misky.....	10 cords pine wood.....	5	00 per cord.	
			50 barrels charcoal.....	75	per barrel.	
July 13	June 30	Frederick Scheidt.....	42,000 pounds best fresh bread.....	2¾	per pound.	
			125 pies, mince.....	12½	each.	
			75 pies, fruit.....	12½	do	
July 14	June 30	David Woelpper.....	30,000 pounds fresh beef, and good quality.....	8½	per pound.	
			9,000 pounds corned beef.....do.....	7½	do	
			2,500 pounds bacon.....do.....	8	do	
			2,500 pounds salt pork.....do.....	7	do	
			6,000 pounds veal.....do.....	8½	do	
			1,500 pounds beef liver.....do.....	3	do	
			800 pounds beef, dried.....do.....	14	do	
			100 pounds lard.....do.....	12½	do	

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 14	1854. June 30	David Woelpper—Continued.	650 pounds poultry, good quality	\$0 12½ per pound.	Naval Asylum.
			1,800 pounds fish, fresh in season	8½ do	
			750 bushels potatoes.....	65 per bushel.	
			26,000 pounds vegetables, in season, required semi-weekly...	3 per pound.	
			20 bushels best dry white beans.....	2 00 per bushel.	
July 15	June 30	William Muldorn.....	135 hats, black felt.....	2 12½ each.	
			125 pairs half boots, calfskin	2 87½ per pair.	
			350 pairs laced boots, like navy pattern.....	1 37½ do	
			130 pairs slippers.....	75 do	
			130 pairs boots and shoes, half-soled.....	40 do	
			130 pairs boots and shoes, heeled.....	20 do	
July 15	June 30	Doughten & Wilson.....	12 bushels sand, pewter.....	15 per bushel.	
			6 dozen scrubs, hand	2 70 per dozen.	
			3 dozen scrubs, clamps.....	2 80 do	
			2 dozen brushes, sweeping.....	5 75 do	
			2 dozen brushes, dusting.....	4 75 do	
			8 dozen brooms, corn.....	2 95 do	
			3 dozen brooms, hickory.....	2 50 do	
			12 dozen knives.....	1 75 do	
			12 dozen forks.....	1 75 do	
			12 dozen spoons, iron or German silver.....	45 do	
			12 dozen bowls, quart.....	2 75 do	
			12 dozen plates, soup.....	2 50 do	
			12 dozen tumblers, tin or metal.....	1 10 do	
			6 dozen buckets, painted.....	2 45 do	
			400 pounds nails, assorted, cut	4½ per pound.	
			6 gross screws..... do.....	50 per gross.	
			2,000 feet, board measure, No. 1 pine lumber.....	30 00 per 1,000.	
			1,500 feet, board measure, No. 2 pine lumber.....	25 00 do	
			1,500 feet, board measure, No. 3 pine lumber.....	17 00 do	
July 15	June 30	Robert K. Neff	6,500 pounds butter, good quality.....	25 per pound.	

July 15 June 30
 July 16 June 30

A. E. Smoot.....
 Eliza Anderson

7,500 pounds sugar, brown.....	7	do
125 gallons best New Orleans molasses.....	35	per gallon.
2,500 pounds coffee.....	12½	per pound.
500 pounds tea, young hyson.....	50	do
2,500 pounds rice, best quality.....	4½	do
2,000 pounds flour, superfine.....	3	do
500 pounds raisins, box.....	11	do
3,000 gallons milk, best quality.....	17	per gallon.
100 pounds mustard, good quality.....	40	per pound.
150 pounds pepper, good quality.....	16	do
8 pounds assorted spices.....	1 00	do
20 bushels salt.....	50	per bushel.
2,500 pounds fish, salt cod.....	5	per pound.
2,000 pounds mackerel, No. 1.....	7	do
50 pounds Indian meal.....	2	do
300 gallons vinegar.....	15	per gallon.
3,500 pickles, assorted.....	40	per 100.
600 pounds starch.....	9	per pound.
500 pounds soda, for washing.....	4	do
6 pounds indigo.....	1 25	do
2,500 pounds soap, best hard.....	6	do
60 barrels best soft soap.....	2 00	per barrel.
60 gallons winter-strained oil.....	10	per gallon.
500 eggs.....	18	per dozen.
2,500 pounds best chewing tobacco.....	24	per pound.
120 bushels oats.....	60	per bushel.
24 bushels corn.....	80	do
500 barrels best quality wood-burnt lime.....	98	per barrel..
10 reams cap paper, faint-lined, of the best quality.....	5 00	per ream.
10 reams letter paper, faint-lined 3 sides, best quality.....	4 50	do
5 reams envelope paper, best quality.....	4 50	do
1 ream cap paper, suitable for envelopes.....	3 00	do
1 ream blank bills of lading and invoices, per pattern.....	15 00	do
1 ream blank receipts and invoices.....do.....	15 00	do
1 ream blank requisition books.....do.....	20 00	do
1 ream blank half-monthly returns.....do.....	20 00	do
½ ream blank half-monthly returns.....do.....	20 00	do
1 ream blank daily reports.....do.....	18 00	do
1 ream blank pay-rolls, printed and ruled.....do.....	25 00	do

Washington, D. C.

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 16	1854. June 30	Eliza Anderson—Continued ..	1 ream blotting paper, best..... 1 quire single elephant drawing paper, best quality..... 3 quires double elephant drawing paper... do..... 1 quire double elephant tracing paper... do..... 2 quires antiquarian drawing paper..... do..... 1 quire imperial drawing paper..... do..... 100 yards transparent tracing cloth..... 6 yards silk glaze, for covering drawings..... 4 gallons black ink..... 1 gallon blue fluid..... 2 dozen small bottles carmine red ink..... 6 dozen pen holders..... 30 dozen black lead pencils, assorted..... 10 dozen red tape..... ½ dozen sticks taste, best quality..... ½ dozen sticks India ink, octagon..... 1 dozen cakes water colors, selected, best quality..... 1 dozen Rodgers's, or Wastenholm's penknives, best quality ½ dozen..... do..... erasers..... do..... 2 dozen pieces India rubber, large size..... do..... 1 dozen blank memorandum books, assorted..... do..... 2 dozen blank books, cap size, per quire..... do..... 12 gross steel pens, on cards..... do..... 2 pounds wafers..... do..... 1 pound sealing-wax..... do..... 500 No. 80 quills..... do..... 500 large size envelopes..... do..... 500 letter size envelopes..... do..... 25 pounds black sand..... do..... 2 bundles soapstone slate pencils..... do..... 1 full case mathematical instruments..... do.....	\$5 00 per ream... 3 50 per quire. 6 00 do 8 90 do 8 90 do 3 50 do 75 per yard. 50 do 1 75 per gallon. 3 00 do 3 00 per dozen. 75 do 75 do 75 do 25 per dozen. 50 do 50 do 24 00 do 75 each. 1 50 per dozen. 5 00 do 38 do 3 00 per gross. 1 00 per pound. 1 25 do 3 50 per 100. 75 do 50 do 10 per pound. 25 per bundle. 60 00 do	Washington, D. C.

			2 pairs paper scissors, or shears.....do.....	75	per pair.
			6 linen towels, large size.....do.....	75	each.
			2 water pitchers.....do.....	75	do
			1 wash basin and ower.....do.....	1 50	do
			6 glass tumblers.....do.....	2 00	
			1 waiter.....do.....	2 50	
July 18	June 30	Philip Otterback.....	800 cords best quality seasoned pine wood.....	2 98	per cord.
			1,000 hickory tierce poles, to be not less than 9 feet long, and 2 inches in diameter at the butt.....	48 00	per 1,000.
			1,300 barrels best quality sharp building sand.....	3 48	per barrel.
			250 cart loads sand for large castings, 18 bushels to the load, samples furnished.....	68	per load.
			75 cart loads sand for small castings, 15 bushels to the load, samples furnished.....	1 50	do
			75 cart loads sand for cores, 15 bushels to the load, samples furnished.....	60	do
			12 tons best timothy hay.....	19 80	per ton.
			3 tons best rye straw.....	14 00	do
			480 bushels old corn.....	59	per bushel.
			480 bushels oats.....	49	do
July 19	June 30	A. & T. A. Richards.....	200,000 best hard red hand-made bricks.....	7 50	per 1,000.
			5,600 best Berry's premium fire bricks.....	40 00	do
July 20	June 30	S. G. Bogert.....	4 girders, each 64 feet long, 9½ by 16 inches;		
			8 rafters, each 37 feet long, 9½ by 14½ inches by 10 inches;		
			4 beams, each 15 feet long, 9½ by 12 inches;		
			8 braces, each 17 feet long, 9½ by 7 inches;		
			8 braces, each 12 feet long, 9½ by 7 inches;		
			120 per lines, each 17 feet long, 4 by 6 inches;		
			2 posts, each 12 feet long, 9½ by 17 inches;		
			8 posts, each 16 feet long, 9½ by 17 inches;		
			8 posts, each 15 feet, 9½ by 16 inches;		
			To be of the best Susquehanna seasoned white pine—		
			15,660 feet, board measure.....	25 00	do
			58,000 feet, board measure, 1-inch white pine common cul- lings, in 16-foot lengths.....	16 00	do
			22,000 feet, board measure, 2-inch white pine common cul- lings, in 16-foot lengths.....	16 00	do
			14,000 feet, board measure, 1-inch white pine prime boards, in 16-foot lengths.....	40 00	do

Y. & D.—No. 8—Continued:

Date.	Expiration	Names.	Articles.	Rate.	Where deliverable.
1853. July 20	1854. June 30	S. G. Bogert—Continued.....	14,000 feet, board measure, 2-inch white pine prime boards, in 16-foot lengths..... 5,000 feet, board measure, 3 by 4-inch Carolina yellow pine scantling, in 16-foot lengths..... 5,000 feet, board measure, 3 by 4-inch Carolina yellow pine scantling, in 20 feet lengths..... 2,000 feet, board measure, 4 by 4-inch Carolina yellow pine scantling, in 20-foot lengths..... 3,000 feet, board measure, 3 by 12-inch Carolina yellow pine joist, in 16-foot lengths..... 2,500 feet, board measure, 3 by 12-inch Carolina yellow pine joist, in 20-foot lengths..... 6,000 feet, board measure, 1½ by 5-inch Carolina yellow pine dressed flooring, in 20-foot lengths..... 2,000 feet, board measure, 1½ by 12½-inch Carolina yellow pine dressed flooring, in 16-foot lengths..... 350 white oak cart spokes in the rough, 3 feet long by 2 inches thick..... 40 black gum hubs in the rough, 16 inches long by 10 inches in diameter.....	\$40 00 per 1,000... 25 00 do 25 00 do 25 00 do 25 00 do 25 00 do 35 00 do 25 00 do 5 00 per 100. 1 00 each.	Washington, D. C.
July 20	June 30	Storer & Stephenson.....	300 feet 3 by ¾-inch flat bar iron, 1,140 pounds..... 150 feet 2½ by ¾-inch flat bar iron, 950 pounds..... 100 feet 1½ by ¾-inch flat bar iron, 158 pounds..... 2,000 pounds ½-inch square bar iron..... 1,000 pounds ¾-inch square bar iron..... 900 pounds large size blister steel, best quality..... 300 pounds assorted size shear steel..do..... 150 pounds 3 by ½-inch ..do.....do..... 600 pounds 2-inch square cast steel..do..... 600 pounds 1½-inch.....do.....do..... 600 pounds 1¾-inch.....do.....do.....	5 per pound. 4 do 5 do 4 do 5 do 10 do 15 do 20 do 15 do 15 do 15 do	

Y. & D.—No. 8—Continued.

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Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	300 lights best quality 12 by 15-inch glass, to be equal to the best Baltimore make..... 100 lights best quality 12 by 18-inch glass, to be equal to the best Baltimore make..... 600 lights best quality 11 by 15-inch glass, to be equal to the best Baltimore make..... 600 gallons best quality winter-strained sperm oil..... 400 gallons best quality neatsfoot oil..... 10 gallons best quality sweet oil..... 5,000 pounds oakum, suitable for wiping machinery, &c..... 300 pounds do do do caulking, best quality..... 10 pounds red chalk..... 200 pounds white chalk..... 20 pounds white marline, best quality..... 300 pounds packing yarn..... 10 pounds shoe thread..... 10 pounds rotten stone..... 400 pounds clean tallow..... 25 pounds flour of emery..... 20 pounds 2d cut emery..... 20 pounds 3d do..... 20 pounds 4th do..... 150 pounds Irish glue..... 50 pounds gum shellac..... 6 pounds gum arabic..... 50 pounds refined borax..... 50 pounds braziers' solder..... 2 pounds fine sponge..... 50 pounds antimony..... 50 pounds Mt. Eagle Tripoli..... 3 barrels pitch.....	\$0 10 per light. .. 10 do 10 do 1 25 per gallon. 90 do 2 00 do 5 per pound. 6 do 10 do 1 do 25 do 18 do 1 00 do 10 do 12 do 12 do 12 do 10 do 10 do 20 do 20 do 25 do 40 do 40 do 1 00 do 20 do 10 do 5 00 per barrel.	Washington, D. C.

H. Doc. 1.

5 barrels tar	4 00	do
1 barrel rosin.....	5 00	do
8 barrels sour or condemned flour.....	5 00	do
6 dozen best long-handled shovels.....	12 00	per dozen.
4 dozen best short-handled shovels.....	12 00	do
4 dozen best short-handled moulders' shovels.....	12 00	do
1 dozen best spades.....	10 00	do
½ dozen best glaziers' knives.....	10 00	do
4 dozen best double dusters.....	10 00	do
1 dozen best hand brushes	10 00	do
½ dozen best large size sweeping brushes.....	12 00	do
6 dozen best 00000 ground paint brushes.....	10 00	do
6 dozen best No. 7 ground paint tools	3 00	do
3 dozen best fitches	4 00	do
1 dozen best camels'-hair fitches.....	3 00	do
6 dozen best camels'-hair pencils, assorted	1 00	do
½ dozen best glue brushes.....	4 00	do
12 dozen best corn brooms.....	3 00	do
8 dozen best hickory brooms.....	2 00	do
2 dozen best 8-knot whitewash brushes.....	12 00	do
¼ dozen best large size varnish brushes.....	8 00	do
1 dozen best double-jointed 2-foot rules.....	5 00	do
½ dozen best scrubbing brushes.....	2 00	do
1½ dozen best hand-vices, assorted sizes.....	10 00	do
1 dozen spring callipers, best quality	10 00	do
1 dozen jointed compasses, best quality.....	6 00	do
1 dozen assorted sizes screw wrenches, best quality	20 00	do
6 boxes sperm candles, best quality, 180 pounds.....	30	per pound.
2 bolts No. 2 cotton canvas, 50 yards to the bolt.....	12 00	per bolt.
28 sides heavy belt leather.....	5 00	per side.
20 sides heavy bellows leather.....	4 00	do
4 sides heavy pump leather, 28 pounds to the side.....	25	per pound.
3 reams assorted sand paper, best quality.....	5 00	per ream.
2 reams .do emery .do .do .do.....	5 00	do
1 pallet knife, 14 inches in the blade.....	1 00	each
1 do 6 .do do.....	1 00	do
2 packages heavy gold leaf, best quality, deep shade.....	10 00	per package.
12 braziers' bellows, best.....	5 00	each.
15 gallons best spirits of wine.....	1 00	per gallon.

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	12 No. 2 iron wire sieves, best quality..... 8 No. 4..do....do.....do..... 8 No. 8..do....do.....do..... 6 No. 2 brass...do.....do..... 12 No. 4..do....do.....do..... 6 No. 8..do....do.....do..... 12 No. 20.do....do.....do..... 8 dozen 16-inch hand smooth files..... 20 dozen 14-inch..do.....do..... 20 dozen 12-inch..do.....do..... 20 dozen 10-inch..do.....do..... 12 dozen 8-inch...do.....do..... 6 dozen 6-inch...do.....do..... 30 dozen 16-inch bastard files..... 30 dozen 15-inch.....do..... 50 dozen 14-inch.....do..... 40 dozen 12-inch.....do..... 25 dozen 10-inch.....do..... 20 dozen 8-inch.....do..... 10 dozen 6-inch.....do..... 20 dozen 16-inch half-round bastard files..... 25 dozen 14-inch.....do.....do..... 20 dozen 12-inch.....do.....do..... 20 dozen 10-inch.....do.....do..... 10 dozen 8-inch.....do.....do..... 10 dozen 6-inch.....do.....do..... 6 dozen 4-inch.....do.....do..... 15 dozen 16-inch.....do.....smooth files..... 15 dozen 14-inch.....do.....do..... 10 dozen 12-inch.....do.....do..... 10 dozen 10-inch.....do.....do.....	\$0 50 each..... 50 do 50 do 1 00 do 1 00 do 1 00 do 1 00 do 10 00 per dozen. 5 00 do 5 00 do 4 00 do 4 00 do 4 00 do 8 00 do 5 00 do 6 00 do 4 00 do 4 00 do 4 00 do 3 00 do 5 00 do 4 00 do 5 00 do 4 00 do 4 00 do 4 00 do 3 00 do 3 00 do 6 00 do 6 00 do 5 00 do 4 00 do	Washington, D. C.

8 dozen 8-inch..... do..... do.....	4 00	do
6 dozen 6-inch..... do..... do.....	3 00	do
4 dozen 4-inch..... do..... do.....	3 00	do
6 dozen 18-inch flat rough files.....	10 00	do
6 dozen 16-inch.. do..... do.....	10 00	do
4 dozen 14-inch.. do..... do.....	8 00	do
4 dozen 12-inch.. do..... do.....	8 00	do
10 dozen 14-inch flat bastard files.....	4 00	do
10 dozen 12-inch.. do..... do.....	3 00	do
10 dozen 10-inch.. do..... do.....	3 00	do
6 dozen 8-inch... do..... do.....	3 00	do
5 dozen 6-inch... do..... do.....	2 00	do
5 dozen 12-inch flat smooth files	6 00	do
5 dozen 10-inch.. do..... do.....	4 00	do
4 dozen 8-inch... do..... do.....	3 00	do
4 dozen 6-inch... do..... do.....	3 00	do
10 dozen 16-inch round bastard files.....	8 00	do
6 dozen 14-inch..... do.....	5 00	do
4 dozen 12-inch..... do.....	5 00	do
4 dozen 10-inch..... do.....	5 00	do
4 dozen 8-inch..... do.....	3 00	do
4 dozen 12-inch round smooth files	5 00	do
4 dozen 10-inch..... do.....	5 00	do
3 dozen 8-inch..... do.....	4 00	do
3 dozen 6-inch..... do.....	3 00	do
5 dozen 12-inch four-square bastard files	6 00	do
4 dozen 10-inch..... do.....	5 00	do
2 dozen 8 inch..... do.....	5 00	do
6 dozen 12-inch mill-saw files	6 00	do
6 dozen 6-inch three-square saw files.....	2 00	do
20 dozen 5-inch..... do.....	1 00	do
20 dozen 4½-inch..... do.....	1 00	do
20 dozen 4-inch..... do.....	1 00	do
20 dozen 3½-inch..... do.....	50	do
10 dozen 3-inch..... do.....	50	do
6 dozen warding files, assorted sizes.....	5 00	do
1 dozen 14-inch horseshoe rasps.....	10 00	do
4 dozen 14-inch hack saw blades.....	10 00	do
1 dozen 28 by ¾ inches upright saw blades.....	10 00	do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853.	1854.	Storer & Stephenson—Cont'd.	10 gross 3-inch No. 18 iron screws.....	\$1 00 per gross...	Washington, D. C.
July 20	June 30		5 gross 3-inch No. 15..... do.....	1 00 do	
			4 gross 3-inch No. 12..... do.....	1 00 do	
			5 gross 2½-inch No. 16..... do.....	1 00 do	
			5 gross 2½-inch No. 14..... do.....	1 00 do	
			5 gross 2½-inch No. 12..... do.....	1 00 do	
			5 gross 2-inch No. 16..... do.....	60 do	
			5 gross 2-inch No. 14..... do.....	60 do	
			5 gross 2-inch No. 12..... do.....	60 do	
			5 gross 1½-inch No. 16..... do.....	40 do	
			5 gross 1½-inch No. 14..... do.....	40 do	
			5 gross 1½-inch No. 12..... do.....	40 do	
			5 gross 1½-inch No. 14..... do.....	40 do	
			5 gross 1½-inch No. 12..... do.....	40 do	
			5 gross 1½-inch No. 11..... do.....	40 do	
			5 gross 1-inch No. 13..... do.....	40 do	
			5 gross 1-inch No. 12..... do.....	40 do	
			5 gross 1-inch No. 11..... do.....	40 do	
			5 gross ¾-inch No. 9..... do.....	40 do	
			4 gross ¾-inch No. 8..... do.....	50 do	
			6 gross ¾-inch No. 7..... do.....	50 do	
			2 gross ½-inch No. 8..... do.....	50 do	
			2 gross ½-inch No. 7..... do.....	50 do	
			2 gross ½-inch No. 5..... do.....	50 do	
			1 box 2-inch Randall's finishing brads, 50 pounds to the box..	5 00 per box.	
			1 box 1½-inch..... do..... do.....	5 00 do	
			1 box 1½-inch..... do..... do.....	5 00 do	
			1 box 1½-inch..... do..... do.....	5 00 do	
			1 box 1-inch..... do..... do.....	5 00 do	
			½ box ¾-inch..... do..... do.....	6 00 do	
			½ box ¾-inch..... do..... do.....	6 00 do	

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 11	1854. June 30	C. Bonsall—Continued.....	100 pounds spun cotton 100 pounds cotton wick 20 barrels tar 12 barrels pitch 4 barrels turpentine 48 ship scrapers 4 dozen iron bound varnish brushes 2 dozen tar brushes 1 dozen best quality 12-knot whitewash brushes 3 dozen corn brooms 4 dozen hickory brooms 1,000 pounds best white chalk 10 pounds best red.....do..... 1 dozen large chalk-lines, 100 feet long 5 dozen small.....do..... 17 dozen ground paint brushes, 0000 6 dozen sash tools, assorted 4 dozen stock brushes ½ dozen varnish brushes, large size 2 badger's-hair blenders 4 graining brushes 1 set steel combs, for graining 2 pounds fine sponge 8 reams No. 1 sand paper 8 reams No. 2.....do..... 25 pounds emery, No. 1 25 pounds emery, No. 2 300 pounds Russia hemp packing 200 feet 2½ inches wide double belting, riveted 200 feet 3¼.....do.....do.....do..... 200 feet 4¼.....do.....do.....do.....do.....	\$0 20 per pound. 50 do 4 00 per barrel. 3 00 do 6 00 do 6 00 per dozen. 6 00 do 6 00 do 18 00 do 5 00 do 3 00 do 1 per pound. 20 do 5 00 per dozen. 1 00 do 5 00 do 3 00 do 5 00 do 10 00 do 1 50 each. 1 00 do 5 00 do 1 00 per pound. 2 00 per ream. 2 00 do 20 per pound. 20 do 20 do 15 per foot. 20 do 25 do	Norfolk.

July 11

June 30

E. P. Tabb & Co

50.....do.....do.....14 by 16.....	20 00	do
12 cross-cut saws 4½ feet long, best quality.....	2 00	each.
24 mill-saws, 6½ feet long.....do.....	4 00	do
16 handsaws.....	75	do
5 dozen 12-inch hack-saw blades, fine cut.....	3 00	per dozen
1 dozen 14-inch.....do.....do.....	6 00	do
1 dozen 24-inch.....do.....do.....	6 00	do
4 hack-saw frames.....	75	each.
24 screw wrenches, large size.....	3 00	do
24.....do.....assorted.....	2 00	do
3 dozen 16-8 inch twist augers, without screws, L'Hommedieu's make.....	9 00	per dozen.
3 dozen 15-8 inch twist augers, without screws, L'Hommedieu's make.....	9 00	do
5 dozen 14-8 inch twist augers, without screws, L'Hommedieu's make.....	9 00	do
5 dozen 10-8 inch single twist augers, without screws, L'Hommedieu's make.....	10 50	do
10 dozen 9-8 inch single twist augers, without screws, L'Hommedieu's make.....	10 00	do
10 dozen 7-8 inch single twist augers, without screws, L'Hommedieu's make.....	1 00	do
10 dozen 6-8 inch single twist augers, without screws, L'Hommedieu's make.....	8 00	do
10 dozen 8-8 1-16 inch single twist augers, without screws, L'Hommedieu's make.....	1 00	do
5 dozen 9-8 1-16 inch single twist augers, without screws, L'Hommedieu's make.....	1 00,	do
5 dozen 7-8 1-16 inch single twist augers, without screws, L'Hommedieu's make.....	7 50	do
10 dozen 9-8 inch centre bits.....	10 00	do
10 dozen 7-8.....do.....do.....	5 00	do
2 dozen 5-8 inch single twist augers, with screws.....	7 00	do
2 dozen 5-8 1-16 inch.....do.....do.....do.....	5 00	do
2 dozen 6-8 inch.....do.....do.....do.....	7 00	do
2 dozen 6-8 1-16 inch.....do.....do.....do.....	1 00	do
2 dozen 7-8 inch.....do.....do.....do.....	6 00	do
1 dozen 8-8 inch.....do.....do.....do.....	6 00	do
1 dozen 9-8 inch.....do.....do.....do.....	7 00	do

Y. & D.—No. 8—Continued.

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Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 11	1854. June 30	E. P. Tabb & Co.—Contin'd.	2 dozen firmer cast-steel gouges 2 dozen.....do.....chisels..... 4 dozen bow-saw blades, 20 and 22 inches long..... 2 dozen key saws..... 2 dozen compass saws..... 4 dozen bench screws, large size..... 2 table saws..... 6 smoothing planes..... 4 Hindoostan oil-stones..... 2 pair stock shears, large size..... 3 pair hand shears..... 3 iron hand braces..... 3 hand vices..... 6 flat pliers..... 6 cutting pliers..... 6 round pliers..... 6 spring callipers..... 4 dozen screw wrenches..... 4 best quality mouse-hole anvils, about 300 pounds each..... 1 iron portable forge, complete..... 2 broadaxes..... 2 adzes..... 2 gross rivets and burrs..... 2 sets turners' tools..... 2 2-foot folding rules, best quality..... 420 pairs iron loose-joint hinges, 2½ by 2½ inches when open, with small joints, and neatly made to match right and left..... 12 pairs iron loose-joint hinges, 3½ by 3½ inches when open, to match right and left..... 36 gross iron inch screws, No. 7..... 2 gross iron 1½-inch screws, No. 9.....	\$1 50 per dozen. 1 50 do 3 00 do 1 00 do 3 00 do 7 00 do 1 00 each. 50 do 25 do 9 00 per pair. 1 00 do 50 each. 50 do 25 do 50 do 10 00 per dozen. 10 per pound. 20 00 each. 2 00 do 1 50 do 20 per gross. 2 50 per set. 50 each. 4 per pair. 12 do 15 per gross. 40 do	Norfolk.

2 pairs inch standing tongue and groove planes, made with handles and faced with iron	1 50	per pair.
2 small size screw wrenches	75	each.
12 good strong spades, Ames's make	10 50	per dozen.
12.... do..... shovels..... do.....	10 00	do
12.... do..... hoes..... do.....	5 00	do
4 dozen iron drawer locks, keys to differ.....	1 00	do
8 dozen brass..... do..... do.....	1 00	do
6 dozen brass cupboard locks...do.....	1 00	do
4 dozen iron.....do.....do.....	1 00	do
1 dozen brass chest locks, 3½ or 4 inches long.....	3 00	do
30 pairs 3-inch brass butt hinges and brass pins.....	15	per pair.
30 pairs 3½-inch..... do..... do.....	20	do
10 gross 2-inch brass screws, 12, 13, 14, 15—all to be of the best wire.....	50	per gross.
10 gross 1½-inch brass screws, 12, 13, 14, 15—all to be of the best wire.....	50	do
12 gross 1¼-inch brass screws, 10, 11, 12, 13, 14—all to be of the best wire.....	50	do
12 gross 1-inch brass screws, 9, 10, 11, 12, 13—all to be of the best wire.....	50	do
12 gross ¾-inch brass screws, 6, 7, 8, 9—all to be of the best wire.....	50	do
12 gross ½-inch brass screws, 3, 4, 5, 6—all to be of the best wire.....	50	do
12 dozen iron padlocks, keys to differ.....	1 50	per dozen.
30,000 iron tacks, 4, 6, 8, 10, 12, 14, 16-ounce.....	10	per M.
1¾-inch right and left, 6-tap, 3 sets of dies, from ¼ to ¾.....	2 00	each.
1½-inch..... do..... do..... ¼ to ¾.....	2 00	do
1¼-inch..... do..... do..... ¼ to ¾.....	2 00	do
30 dozen 14-inch half-round bastard files	6 50	per dozen.
20 dozen 12-inch..... do.....	5 50	do
16 dozen 10-inch..... do.....	3 00	do
11 dozen 8-inch..... do.....	1 50	do
2 dozen 6-inch..... do.....	1 50	do
8 dozen 14-inch..... do.....	6 50	do
16 dozen 12-inch..... hand bastard files.....	6 00	do
10 dozen 10-inch..... do.....	4 50	do
10 dozen 8-inch..... do.....	2 50	do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 11	1854. June 30	E. P. Tabb & Co.—Continued	2 dozen 6-inch..... hand bastard files.....	\$2 00 per dozen.	Norfolk.
			2 dozen 4-inch..... do.....	1 50 do	
			12 dozen 16-inch.... square bastard files.....	75 do	
			6 dozen 12-inch..... do.....	75 do	
			6 dozen 10-inch..... do.....	75 do	
			2 dozen 1-inch..... do.....	75 do	
			2 dozen 3/8-inch..... do.....	75 do	
			2 dozen 5/8-inch..... do.....	75 do	
			6 dozen 16-inch.... round bastard files.....	50 do	
			6 dozen 14-inch..... do.....	50 do	
			6 dozen 12-inch..... do.....	50 do	
			4 dozen 1-inch..... do.....	75 do	
			4 dozen 3/8-inch..... do.....	75 do	
			2 dozen 1/2-inch..... do.....	75 do	
			26 dozen 14-inch..... flat bastard files.....	7 00 do	
			20 dozen 12-inch..... do.....	6 00 do	
			6 dozen 10-inch..... do.....	3 00 do	
			3 dozen 8-inch..... do.....	1 50 do	
			2 dozen 4-inch hand, smooth, safe-edge, flat files.....	2 00 do	
			2 dozen 6-inch..... do.....	2 50 do	
			2 dozen 8-inch..... do.....	1 00 do	
			2 dozen 10-inch..... do.....	3 00 do	
			2 dozen 8-inch..... do.....	1 00 do	
			2 dozen 6-inch..... do.....	2 00 do	
			2 dozen 4-inch..... do.....	1 50 do	
			2 dozen 1/2-inch..... square smooth files.....	50 do	
			2 dozen 3/8-inch..... do.....	50 do	
			2 dozen 5/8-inch round smooth files.....	75 do	
			1 dozen from 1/4 to 1/2-inch round smooth files.....	75 do	
			1/2 dozen feather-edge smooth files, assorted.....	1 00 do	
1/2 dozen feather-edge dead smooth files, assorted.....	1 00 do				

July 13 June 30

William Etheredge.....

1/2 dozen knife-edge.....do.....	1 00	do
1/2 dozen knife smooth files, assorted.....	1 00	do
1 dozen 12-inch hand dead smooth files.....	1 00	do
1 dozen 8-inch.....do.....	1 00	do
1 dozen 12-inch half-round smooth files.....	1 00	do
1 dozen 10-inch.....do.....	1 00	do
2 dozen 10-inch.....three-sided files.....	75	do
2 dozen 8-inch.....do.....	75	do
2 dozen 6-inch.....do.....	75	do
2 dozen 3-inch.....do.....	50	do
6 dozen assorted round and three-sided files.....	75	do
1/2 dozen 8-inch Stubbs's hand smooth files.....	1 00	do
1/2 dozen 6-inch.....do.....	1 00	do
1/2 dozen 4-inch.....do.....	1 00	do
1/2 dozen 8-inch Stubbs's dead smooth files.....	1 00	do
1/2 dozen 6-inch.....do.....	1 00	do
1/2 dozen 4-inch.....do.....	1 00	do
1/2 dozen 8-inch Stubbs's half-round smooth files.....	1 00	do
1/2 dozen 6-inch.....do.....	1 00	do
1/2 dozen 4-inch.....do.....	1 00	do
1/2 dozen 4-inch Stubbs's three-sided files.....	1 00	do
1/2 dozen 6-inch.....do.....	1 00	do
1/2 dozen round smooth files, assorted.....	1 00	do
1/2 dozen dead-smooth files, assorted.....	1 00	do
10 dozen wood files from 3 to 6 inches.....	50	do
1 gross 14-inch mill-saw files, best quality.....	72 00	per gross.
1 gross 12-inch.....do.....	54 00	do
4 gross crosscut-saw files, best quality.....	18 00	do
2 gross pit-saw files, best quality.....	8 00	do
10 gross hand-saw files, best quality.....	20 00	do
1 gross sash-saw files.....do.....	9 00	do
2 gross tennon-saw files.....do.....	75	per dozen.
7 dozen cabinetmakers' rasps.....	75	do
4 dozen plumbers' rasps.....	75	do
600 square yellow-pine piles, 45 feet long, 14 by 13 inches...	9 25	each.
62.....do.....do.....45.....do.....12 by 13.....do.....	9 00	do
26 square yellow-pine stocks 45.....do.....12 by 13.....do.....	9 50	do
40 pieces yellow-pine stocks 33.....do.....12 by 13.....do.....	6 50	do
60.....do.....do.....15.....do.....13 by 11.....do.....	3 00	do

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 13	1854. June 30	Wm. Etheredge—Continued..	525 round pine piles, 45 feet long, to be 12 inches at the large end and not less than 8 inches at the small end, and to be very straight	\$1 80 each.	Norfolk.
			397 round pine piles, 40 feet long, 12 inches at the large end and not less than 8 inches at the small end, and to be very straight	1 30 do	
			300 round pine piles, 25 feet long, 12 inches at the large end and not less than 8 inches at the small end, and to be very straight	90 do	
			1, 800 lineal feet of pine wharf logs, 16 and 20 feet lengths, 12 to 15 inches wide, to be hewed straight, and to dress 10 inches thick	8 per lineal ft.	
			1, 250 lineal feet pine wharf logs, 16 and 20 feet lengths, 12 to 16 inches wide, to be hewed straight, and to be 10 inches thick when dressed.....	8 do	
July 13	June 30	Vickery and Griffith	24 sheets Columbian drawing paper	10 per sheet.	
			24 sheets medium..... do.....	3 do	
			32 sheets antiquarian..... do..... Whatman's.....	50 do	
			8 yards Whatman's roll drawing paper, widest size.....	25 do	
			44 sheets double elephant..... do..... do.....	13½ do	
			48 sheets imperial..... do..... do.....	7 do	
			50 sheets double elephant tracing paper.....	21 do	
			8 yards best tracing cloth, widest size	30 do	
			1 pound manufactured India rubber.....		
			2 dozen pieces patent prepared India rubber		
			12 gross large size envelopes		
			6 gross small..... do		
			2 reams enveloping paper.....		
			3 6-quire blank books, ruled for semi-monthly reports, per sample.....		
			19 quires blank forms.....		

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H. Doc. 1.

Y. & D.—No. 8—Continued.

Date.	Expiration.	Names.	Articles.	Rate.	Where deliverable.
1853. July 21	185 Ju 30 ⁴	William Tatem	2,500 bushels hominy meal	\$0 63 per bushel.	Norfolk.
			700 bushels oats	54½ do	
			5 tons wheat straw	12 00 per ton.	
Sept. 12	June 30	Crowell Noe.....	For materials and labor for building cemetery wall and dead-house.....	4,795 00	Memphis.
Aug. 5	June 30	S. H. Lamb & Co.....	10 reams best quality ruled letter paper	6 00 per ream.	
			10 reams.....do.....cap.....do.....	7 00 do	
			4 quires envelope paper	40 per quire.	
			1 quire imperial drawing paper.....	3 50 do	
			1 quire atlas.....do.....	6 00 do	
			2 quires tracing paper, 40 by 26 inches	12 00 do	
			600 quills, No. 80, best quality.....	4 00 per 100.	
			4 gross best metallic pens.....	1 50 per gross.	
			4 dozen pen-holders	50 per dozen.	
			1 dozen pint bottles best black ink	3 00 do	
			½ dozen bottles French carmine red ink	5 00 do	
			2 dozen papers black sand.....	50 do	
			3 dozen blank books, 8vo., No. 9.....	4 50 do	
			1 dozen pieces India rubber.....	75 do	
			12 dozen black lead pencils, best quality	1 00 do	
			2 dozen bolts taste	3 00 do	
			4 dozen bolts linen tape, red	50 do	
			4 pounds red sealing wax, best quality.....	1 50 do	
			500 envelopes, assorted sizes	50 do	
Aug. 6	June 30	Baxter & Co.....	1,650 feet 1-inch cypress sheeting	30 00 per M feet.	
			900 feet 1½-inch yellow pine flooring.....	50 00 do	
			150 feet 2-inch white pine plank.....	50 00 do	
			18,720 feet, board measure, cypress, 30 feet long, 12 by 12..	35 00 do	
			21,600.....do.....do.....do.....6 by 12..	30 00 do	
Aug. 6	June 30	J M. Wood	364 piles, each 30 feet long, 12 inches diameter at middle, (10,920)	12 per lineal ft.	

Aug. 6	June 30	W. A. Bickford	139,000 best hard-burnt red bricks	16 00 per M.
			180 barrels best Louisville cement, in barrels of 300 pounds.	4 25 per barrel.
			3,931 bushels clean sharp sand	10 per bushel.
			16,000 pounds best quality hay	55 00 per ton.
			600 bushels corn	90 per bushel.
			600 bushels oats	60 do
			6 bushels salt	1 00 do
			2,000 pounds sheaf oats	1½ per pound.
			100 barrels unslacked lime, (St. Genevieve)	2 40 per barrel.
			100 bushels charcoal	20 per bushel.
Aug. 6	June 30	J. M. Graves	2,590 pounds pig lead	10 per pound.
			48 pounds sheet copper, 30 by 60 inches, No. 12	40 do
			15 boxes X tin	15 00 per box.
			75 pounds block tin	50 per pound.
			5 dozen 14-inch bastard files	12 00 per dozen.
			4 dozen 14-inch half-round bastard files	14 00 do
			4 dozen 14-inch finishing files	15 00 do
			4 dozen 10-inch 3-square files	2 50 do
			½ dozen horse rasps	4 50 do

JOS. SMITH.

BUREAU OF YARDS AND DOCKS, October 17, 1853.

Y. & D.—No. 9.

Abstract of offers (embracing as well those rejected as those accepted) received for furnishing articles coming under the cognizance of the Bureau of Yards and Docks during the fiscal year ending June 30, 1854; made in conformity to the act of Congress approved March 3, 1843.

OFFERS FOR SUPPLIES FOR THE NAVY YARD, PORTSMOUTH, N. H., UNDER
ADVERTISEMENT DATED MAY 17, 1853.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 1.—Bricks.	
Enoch Pinkham	*\$1,723 10
CLASS No. 2.—Granite.	
William C. Brainerd	*1,031 80
Ezra Eames	†627 08
CLASS No. 3.—Timber.	
Samuel Adams	*1,243 78
CLASS No. 4.—Miscellaneous.	
Bennett & Treadwell	*68 41
Thomas Neil	†67 37
CLASS No. 5.—Miscellaneous.	
Lyman D. Spalding	*227 35
CLASS No. 6.—Miscellaneous.	
Ira Haselton	*675 00
CLASS No. 7.—Copper, tin, and lead.	
Bennett & Treadwell	*1,102 05
CLASS No. 8.—Lime and hair.	
John H. Broughton	130 25
Jeremiah M. Mathes	*111 25

* Accepted.

† Informal.

‡ Deficient in quantity.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 9.—Sand.	
John H. Broughton	*\$75 00
CLASS No. 10.—Miscellaneous.	
Bennett & Treadwell	*929 05
Thomas Neil	952 60
CLASS No. 11.—Miscellaneous.	
Joseph H. Foster	159 85
John S. Harvey	*154 35
CLASS No. 12.—Miscellaneous.	
Jeremiah M. Mathes	*138 00
CLASS No. 13.—Miscellaneous.	
Jeremiah M. Mathes	*155 00
John O. Varrell	159 80
CLASS No. 14.—Miscellaneous.	
A. W. Walker, jr.	950 00
James Philbrick	*790 00
John O. Varrell	1,196 00
CLASS No. 15.—Miscellaneous.	
A. W. Walker, jr.	400 00
James Philbrick	396 00
Charles Robinson, jr.	*364 00
CLASS No. 16.—Miscellaneous.	
Lyman D. Spalding	*201 00
CLASS No. 17.—Miscellaneous.	
Bennett & Treadwell	*460 00
Thomas Neil	548 31
John O. Varrell	501 50

* Accepted.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 18.—<i>Removing earth and stone.</i>	
Augustus W. Simpson .....(68 cts. per cub. yd.)..	*\$3,400 00
Israel Warden & Co. ....(73 cts. per cub. yd.)..	3,650 00
CLASS No. 19.—<i>Dredging.</i>	
Augustus W. Simpson.....(†\$1 50 per cub. yd.)..	
N. S. Lee.....(\$1 42 per cub. yard)..	
CLASS No. 20.—<i>Constructing piers.</i>	
N. S. Lee	†3,600 00
John Mugridge.....	2,400 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, BOSTON, MASS., UNDER
ADVERTISEMENT DATED JUNE 1, 1853.

CLASS No. 1.—<i>Bricks.</i>	
Philander Ames.....	5,460 00
Swett & Burr.....	5,285 00
N. W. Coffin.....	5,219 00
Oakman & Eldridge.....	*5,142 50
CLASS No. 2.—<i>P. and S. lumber and timber.</i>	
Smith & Hopkins.....	3,870 50
Robert Todd.....	2,748 00
Samuel P. Brown.....	*2,203 00
Oakman & Eldridge.....	2,335 50
CLASS No. 3.—<i>Oak and hard-wood timber and lumber.</i>	
Robert Todd.....	*2,032 80
Andrew Lunt.....	2,223 10
Oakman & Eldridge.....	2,038 50
CLASS No. 4.—<i>White and yellow pine boards and lumber.</i>	
Smith & Hopkins.....	4,725 00
Robert Todd.....	4,670 00

* Accepted.

† Bureau declined making contract.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 4—Continued.	
Samuel P. Brown	\$5,265 00
N. W. Coffin	*4,150 00
Oakman & Eldridge	4,530 00
CLASS No. 5.—Lime and hair.	
M. H. Wetherbee.....	797 00
Robert Todd	741 00
Oakman & Eldridge	*725 00
CLASS No. 6.—Cement.	
M. H. Wetherbee.....	398 00
Oakman & Eldridge	*390 00
CLASS No. 7.—Iron, iron spikes, and nails.	
Horton, Hall & Co.	*1,296 10
George Adams	1,464 50
CLASS No. 8.—Paints, oils, glass, &c.	
Horton, Hall & Co.	*1,712 00
George Adams	1,850 15
CLASS No. 9.—Steel.	
Horton, Hall & Co.	*430 00
George Adams	537 50
CLASS No. 10.—Files.	
Horton, Hall & Co.	*381 13
George Adams	454 22
CLASS No. 11.—Ship-chandlery.	
Horton, Hall & Co.	*991 91
George Adams	1,322 92
CLASS No. 12.—Hardware.	
Horton, Hall & Co.	*1,053 47

* Accepted.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 13.—Copper.	
Horton, Hall & Co.....	*\$325 00
George Adams.....	410 00
CLASS No. 14.—Stationery.	
McKim & Cutter.....	*361 80
CLASS No. 15.—Sand.	
M. H. Wetherbee.....	*278 00
Oakman & Eldridge.....	341 00
CLASS No. 16.—Charcoal.	
Oakman & Eldridge.....	*240 00
CLASS No. 17.—Gum-elastic packing.	
Horton, Hall & Co.....	*225 00
CLASS No. 18.—Hay and straw.	
Philander Ames.....	1,681 00
Horton, Hall & Co.....	*1,645 25
George Adams.....	1,799 25
Robert Todd.....	1,893 00
N. W. Coffin.....	1,660 00
Oakman & Eldridge.....	1,845 50
CLASS No. 19.—Provender.	
George Todd.....	785 00
John L. Eaton.....	790 00
Nathan Tufts.....	775 00
Oakman & Eldridge.....	*775 00
CLASS No. 20.—Paving-stones and gravel.	
Philander Ames.....	585 00
Oakman & Eldridge.....	*523 50

* Accepted.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 21.—Slate.	
C. Boynton.....	\$2,790 00
Horton, Hall & Co.....	2,970 00
George Adams.....	*2,390 00
M. H. Wetherbee.....	2,700 00
N. W. Coffin.....	2,700 00
Oakman & Eldridge.....	4,500 00
CLASS No. 22.—Granite.	
E. C. Sargent.....	12,596 65
B. Colburn.....	11,538 70
M. H. Wetherbee.....	*10,844 28
Peirce & Rowe.....	15,609 63
Newcomb & Chapin.....	12,721 55
Granite Railway Company.....	11,954 60
CLASS No. 23.—Pine and spruce timber.	
Smith & Hopkins.....	4,103 43
N. W. Coffin.....	*3,670 64
Oakman & Eldridge.....	4,027 70

OFFERS FOR SUPPLIES FOR THE NAVY YARD, NEW YORK, UNDER ADVERTISEMENT DATED JUNE 1, 1853.

CLASS No. 1.—Files.	
James Ludlum.....	*833 92
Geo. G. Glasier.....	1,046 61
Storer & Stephenson.....	861 60
C. S. Storms.....	842 44
CLASS No. 2.—Steel.	
G. F. Cobb & Co.....	408 00
James Ludlum.....	364 00
Geo. G. Glasier.....	*345 00
Storer & Stephenson.....	366 00

* Accepted.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 3.—Iron.	
G. F. Cobb & Co.	\$215 00
Storer & Stephenson.	*195 00
CLASS No. 4.—Hardware, &c.	
Geo. G. Glasier	2,194 35
Storer & Stephenson.	*2,096 81
C. S. Storms.	2,718 13
CLASS No. 5.—Ship-chandlery.	
Geo. G. Glasier	*2,551 84
Storer & Stephenson.	2,678 80
C. S. Storms.	3,362 18
CLASS No. 6.—Provender.	
Geo. W. Beavers.	*2,866 20
F. A. Southmayd.	*2,028 50
Thos. Mulligan.	2,396 15
Storer & Stephenson.	3,105 00
C. S. Storms.	*2,270 10
CLASS No. 7.—Paints, oils, glass, &c.	
Kennedy & Hill.	4,031 68
Storer & Stephenson.	*3,775 44
C. S. Storms.	3,933 91
CLASS No. 8.—Fire-engine, hose, &c.	
L. Button & Co.	1,750 00
Storer & Stephenson.	3,300 00
C. S. Storms.	*2,150 00
CLASS No. 9.—Lime.	
Samuel J. Seely.	*262 50
Storer & Stephenson.	350 00

* Accepted.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 10.—Cement.	
Hudson River Cement Company.....	\$375 00
Lawrence Cement Company.....	*312 50
William Work.....	375 00
Storer & Stephenson.....	450 00
CLASS No. 11.—Stone.	
Henry Harteau.....	*749 00
Edmund B. Peet.....	1,037 50
William Work.....	850 00
Storer & Stephenson.....	1,100 00
CLASS No. 12.—Bricks.	
C. J. Bogardus.....	478 40
Henry Harteau.....	496 00
Edmund B. Peet.....	*460 00
William Work.....	500 00
Storer & Stephenson.....	720 00
C. S. Storms.....	470 00
S. G. Bogert.....	640 00
CLASS No. 13.—Lumber, &c.	
M. H. Keith & Co.....	1,797 75
Storer & Stephenson.....	2,957 00
S. G. Bogert.....	*1,422 80
CLASS No. 14.—Iron-work. No bid received.	
CLASS No. 15.—Charcoal.	
Felix Devlin, jr.....	380 00
William Work.....	*1,000 00
Storer & Stephenson.....	580 00
Felix Devlin.....	560 00
CLASS No. 16.—Stationery.	
Nathan Lane & Co.....	1,152 03
McSpeden, Baker & Co.....	*1,137 01

* Accepted.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 17.—<i>Sand.</i>	
Dodd & Faurot.....	\$450 00
Edmund B. Peet.....	*240 00
Terus Brady.....	450 00
Storer & Stephenson.....	600 00
	:

OFFERS FOR SUPPLIES FOR THE NAVY YARD, PHILADELPHIA, UNDER
ADVERTISEMENT DATED MAY 17, 1853.

CLASS No. 1.—<i>Stone.</i>	
Lester D. Fuller.....	*4,140 00
Samuel Adams.....	5,874 00
CLASS No. 2.—<i>Timber and lumber.</i>	
Doughten & Wilson.....	3,773 77
Lester D. Fuller.....	*3,501 77½
CLASS No. 3.—<i>Cut-nails.</i>	
James Lesley, jr.....	*14 96
CLASS No. 4.—<i>Miscellaneous.</i>	
Michael Wise.....	1,103 00
James Harrison.....	946 37
George S. Weaver & Co.....	*896 00
CLASS No. 5.—<i>Miscellaneous.</i>	
James Lesley, jr.....	*165 57
CLASS No. 6.—<i>Iron.</i> No bid received.	
CLASS No. 7.—<i>Stationery.</i>	
John C. Clark.....	†338 71
Wm. H. Maurice.....	*300 68
Joseph Hufty.....	303 43

* Accepted.

† Informal.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 8.—<i>Yellow-pine wood.</i>	
Lester D. Fuller.....	*\$287 50
Wm. F. Misky.....	250 00
Michael Wise.....	275 00
CLASS No. 9.—<i>Gravel.</i>	
Lester D. Fuller.....	*\$875 00
Wm. F. Misky.....	1,250 00
Samuel Crans.....	1,440 00
CLASS No. 10.—<i>Hay and straw.</i>	
Lester D. Fuller.....	414 00
Wm. F. Misky.....	450 00
Charles F. Hollingshead.....	*\$348 50
Samuel Crans.....	549 00
CLASS No. 11.—<i>Corn, oats, &c.</i>	
Lester D. Fuller.....	*\$202 00
Wm. F. Misky.....	232 60
Samuel Crans.....	344 75
CLASS No. 12.—<i>Files and rasps.</i>	
Doughten & Wilson.....	160 78
Michael Wise.....	148 74
James Lesley, jr.....	*\$119 82
CLASS No. 13.—<i>Steel.</i> No bid received.	
CLASS No. 14.—<i>Miscellaneous.</i>	
Michael Wise.....	1,219 27
James Harrison.....	1,205 35
James Lesley, jr.....	*\$1,085 88

* Accepted.

Y. & D.—No. 9—Continued.

OFFERS FOR SUPPLIES FOR THE NAVAL ASYLUM, PHILADELPHIA, UNDER
ADVERTISEMENT DATED MAY 17, 1853.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 1.—Miscellaneous.	
Daniel Clifton.....	\$4,232 50
Andrew Robeno.....	4,917 50
Samuel Crans.....	4,372 75
A. E. Patton.....	*4,163 12½
CLASS No. 2.—Hats, &c.	
William Muldoon.....	*1,281 75
Samuel Crans.....	1,414 85
CLASS No. 3.—Meat, &c.	
John Horsfull.....	7,038 40
John Crist.....	6,628 25
Christian Heiskley.....	†5,514 75
Theodore Bond.....	7,275 00
Samuel Crans.....	7,714 25
David Woelpper.....	*5,821 75
CLASS No. 4.—Groceries.	
William C. Stephenson.....	4,298 60
John K. Graham.....	4,561 36
John Horsfull.....	6,312 58
Robert K. Neff.....	*4,266 00
Theodore Bond.....	4,420 65
William L. Maddock.....	1,681 83
CLASS No. 5.—Blankets, &c. No bid received.	
CLASS No. 6.—Bread, &c.	
Frederick Scheidt.....	*1,180 00
John K. Graham.....	1,206 00
John Horsfull.....	1,386 25
CLASS No. 7.—Tobacco.	
William C. Stephenson.....	687 50

* Accepted.

† No proper guarantors.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 7—Continued.	
John K. Graham	\$700 00
John Horsfull	825 00
Robert K. Neff	*600 00
Theodore Bond	700 00
William L. Maddock	750 00
Samuel Crans	675 00
CLASS No. 8.—Miscellaneous.	
Doughten & Wilson	*360 00
Robert K. Neff	411 00
CLASS No. 9.—Oats and corn.	
Robert K. Neff	*91 20
William F. Misky	108 00
CLASS No. 10.—Wood and coal.	
William F. Misky	*87 50
<i>For repairing asylum steps, &c.</i>	
Peter Fritz	*1,000 00
CLASS No. 11.—Lead, oil, &c. No bid received.	

OFFERS FOR SUPPLIES FOR THE NAVY YARD, WASHINGTON, UNDER ADVERTISEMENT DATED JUNE 1, 1853.

CLASS No. 1.—Bricks.	
William H. Gunnell	1,742 00
Samuel Byington	†1,450 00
A. & T. A. Richards	*1,700 00
CLASS No. 2.—Stone.	
S. G. Bogert	‡1,875 00

* Accepted. † Incomplete. ‡ Price unreasonable, bureau declined making contract.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 3.—<i>White and yellow-pine timber and lumber.</i>	
S. G. Bogert.....	*\$3,642 50
Thomas Blagden.....	3,883 23
CLASS No. 4.—<i>Lime.</i>	
A. E. Smoot.....	*490 00
Samuel J. Seely.....	500 00
CLASS No. 5.—<i>Pig iron.</i>	
William Lang.....	*5,925 00
CLASS No. 6.—<i>Bar iron.</i>	
Storer & Stephenson.....	*232 90
CLASS No. 7.—<i>Steel.</i>	
S. G. Bogert.....	1,314 00
Storer & Stephenson.....	*1,160 00
CLASS No. 8.—<i>Miscellaneous iron.</i>	
S. G. Bogert.....	398 24
Storer & Stephenson.....	*310 20
CLASS No. 9.—<i>Paints, &c.</i>	
Z. D. Gilman.....	2,504 75
Howell and Morsell.....	2,542 90
Storer & Stephenson.....	*2,473 00
A. Hatch, jr.....	2,661 90
CLASS No. 10.—<i>Miscellaneous.</i>	
S. G. Bogert.....	1,875 42
Storer and Stephenson.....	*1,549 90
CLASS No. 11.—<i>Miscellaneous.</i>	
S. G. Bogert.....	4,571 96
Storer & Stephenson.....	*4,278 00

* Accepted.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 12.—Stationery.	
Eliza Anderson	*\$689 77
CLASS No. 13.—Wood, &c.	
William H. Gunnell.....	2,680 00
Philip Otterback	*2,432 00
A. & T. A. Richards.....	2,440 00
CLASS No. 14.—Charcoal.	
William H. Gunnell.....	880 00
Benjamin Thornton.....	*720 00
Eli Dyer.....	780 00
Philip Otterback	998 40
CLASS No. 15.—Sand.	
William H. Gunnell.....	520 00
Philip Otterback	*502 74
James Rustridge	526 25
CLASS No. 16.—Belting.	
H. S. McCombs.....	*677 51
CLASS No. 17.—Hay and Straw.	
John A. Smith.....	319 20
William H. Gunnell.....	281 10
Philip Otterback	*279 60
CLASS No. 18.—Provender.	
Philip Otterback	*520 75

* Accepted

Y. & D.—No. 9—Continued.

OFFERS FOR SUPPLIES FOR THE NAVY YARD, NORFOLK, UNDER ADVERTISEMENT DATED MAY 17, 1853.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 1.—Bricks.	
J. Thomas Berry & Co.....	†\$2,760 00
Cyrus Gault.....	*2,448 75
A. & T. A. Richards.....	2,703 75
Charles Pendergast.....	3,185 00
Samuel M. Latimer.....	3,246 25
CLASS No. 2.—Stone.	
Daniel J. Turner.....	13,375 65
Edmund B. Peet.....	40,653 13
Cyrus Gault.....	*12,181 04
Thomas Butler.....	†37,210 85
Charles Pendergast.....	15,074 10
Samuel M. Latimer.....	14,786 45
<i>For materials and labor for building cemetery wall and dead-house.</i>	
S. M. Latimer.....	4,921 10
Tabb & Turner.....	4,900 00
Thomas B. Grose.....	5,500 00
Crowell Noe.....	*4,795 00
C. L. Coltman.....	6,448 00
CLASS No. 3.—Yellow-pine timber, piles.	
John Petty.....	9,920 50
William N. Holstead.....	9,297 47
William Etheridge.....	*8,770 10
James N. McAlpine.....	10,181 25
Snow, Hammond & Co.....	10,032 50
CLASS No. 4.—White-pine plank and boards.	
John Tunis.....	1,264 50
Samuel Marsh.....	*1,254 00
William Etheridge.....	1,317 30
Caleb Bonsal.....	2,025 00
Snow, Hammond & Co.....	1,383 50

* Accepted.

† Informal.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 5.—Lime.	
Elisha Gamage	\$288 90
Samuel Marsh	320 75
Avery E. Smoot	*271 27
Caleb Bonsal	590 55
Samuel J. Seely	369 00
CLASS No. 6.—Cement.	
Elisha Gamage	*4,650 75
Samuel Marsh	4,387 50
Charles H. Locker	†5,557 50
Caleb Bonsal	*3,978 00
Samuel J. Seely	5,118 75
CLASS No. 7.—Iron spikes and nails.	
John A. Higgins	*481 00
Caleb Bonsal	664 25
CLASS No. 8.—Steel.	
John A. Higgins	*481 75
Caleb Bonsal	595 00
CLASS No. 9.—Copper, lead, and zinc.	
John A. Higgins	*982 50
Caleb Bonsal	1,062 50
CLASS No. 10.—Paints, oils, and glass.	
John A. Higgins	*2,128 00
Caleb Bonsal	2,196 50
CLASS No. 11.—Ship-chandlery.	
John A. Higgins	2,269 00
Caleb Bonsal	*1,901 00

* Accepted.

† Informal.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 12.—Hardware.	
Edward P. Tabb & Co	*\$1,328 34
Caleb Bonsal	1,544 00
CLASS No. 13.—Files.	
Edward P. Tabb & Co	*1,451 40
Caleb Bonsal	1,529 00
CLASS No. 14.—Stationery.	
R. C. Barclay	411 90
Vickery & Griffith	*270 87
CLASS No. 15.—Sand.	
W. A. Lowell	*1,062 00
Caleb Bonsal	1,770 00
CLASS No. 16.—Charcoal.	
Daniel J. Turner	420 00
Elvin Caizer	*300 00
Caleb Bonsal	1,000 00
CLASS No. 17.—Hay.	
William Tatem	1,664 12½
Keeling & Pratt	1,606 50
Elisha Gamage	*1,539 00
William Etheridge	†1,957 50
Burwell B. Mosely	1,620 00
Caleb Bonsal	2,700 00
Jesse Jones	1,552 50
CLASS No. 18.—Provender.	
William Tatem	*2,016 50
Caleb Bonsal	3,230 00
Jesse Jones	2,053 00

* Accepted.

† Informal.

Y. & D.—No. 9—Continued.

OFFERS FOR SUPPLIES FOR THE NAVY YARD, MEMPHIS, UNDER ADVERTISEMENT DATED JUNE 1, 1853.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 1.—Bricks.	
Alexander Wynsom.....	†\$695 00
John Griffin.....	†2,432 50
Joshua Samson.....	†2,154 50
James Schailcroft.....	†2,085 00
W. A. Bickford.....	*2,224 00
John M. Graves.....	2,237 90
CLASS No. 2.—Lime.	
Ezra Bradley.....	†275 00
Joshua Samson.....	†230 00
James Schailcroft.....	†300 00
W. A. Bickford.....	250 00
John M. Graves.....	*240 00
CLASS No. 3.—Sand.	
Ezra Bradley.....	†491 37½
Joshua Samson.....	†491 37½
James Schailcroft.....	†393 10
W. A. Bickford.....	*393 10
John M. Graves.....	452 06½
CLASS No. 4.—Pine and cypress lumber.	
John Griffin.....	†1,720 80
James Schailcroft.....	†1,512 30
W. A. Bickford.....	1,516 20
John M. Graves.....	1,501 95
John M. Wood.....	1,941 15
Baxter & Co.....	*1,405 20
CLASS No. 5.—Cement.	
Ezra Bradley.....	†900 00
Joshua Samson.....	†810 00
W. A. Bickford.....	*765 00
John M. Graves.....	810 00

* Accepted

† Informal.

Y. & D.—No. 9—Continued.

Names of bidders, &c.	Aggregates of bids.
CLASS No. 6.—Lead, copper, and tin.	
John M. Graves.....	*\$540 70
CLASS No. 7.—Charcoal.	
Joshua Samson.....	†19 00
James Schailcroft.....	†20 00
John M. Graves.....	*20 00
CLASS No. 8.—Steel, &c. No bid received.	
CLASS No. 9.—Piles.†	
John Griffin.....	†1,365 00
Joshua Samson.....	†1,092 00
W. A. Bickford.....	1,310 40
John M. Graves.....	1,365 00
Frederick Baxter.....	1,310 40
John M. Wood.....	*1,310 40
CLASS No. 10.—Files.	
John M. Graves.....	*188 25
CLASS No. 11.—Hay.	
Joshua Samson.....	†200 00
James Schailcroft.....	†200 00
W. A. Bickford.....	*280 00
CLASS No. 12.—Corn, oats, and salt.	
W. A. Bickford.....	*936 00
John M. Graves.....	1,006 60
CLASS No. 13.—Miscellaneous. No bid received.	
CLASS No. 14.—Stationery.	
S. H. Lamb & Co.....	*241 85

* Accepted.

† Informal.

‡ Decided by lot.

No. 4.

NAVY DEPARTMENT,
Bureau of Construction, &c., November 1, 1853.

SIR: In compliance with your instructions of the 9th July last, I have the honor to submit, herewith, estimates for the support of those objects for the naval service coming under the cognizance of this bureau for the fiscal year ending on the 30th of June, 1855.

The estimate under the head of increase, repairs, &c., has been increased over that of the current year \$274,000. This is deemed necessary to meet the increased expense for fuel for steamers, for rebuilding and converting the ship-of-the-line "Franklin" into a steam propeller, and for fitting and launching the frigate "Sabine" at New York, the foundation for which having been originally built temporarily, and recently reported to be in an unsafe condition to support the ship longer on the stocks without danger of settling, so as materially to alter her shape, and causing her to deteriorate. Besides the additional expense for the supply of fuel for steamers employed on foreign stations, whether the coals are purchased abroad or transported to those distant seas from home, the additional expense in the necessary repairs of those steamers and other vessels thus employed, allowing only for ordinary casualties, will be no unimportant item in the expenditures, and both together will materially swell the amount usually incurred under this head, and with the practice of the most rigid economy, it is believed, will absorb the full amount estimated for.

The estimate for "enumerated contingent" has also been increased over that for the current year \$75,000. The reason for this may be found in the general wants of the service, arising from the probability of having a greater number of vessels afloat, and also from the fact that the appropriations for the current and last fiscal years have been found inadequate to meet the actual necessities for objects coming under this head.

Improvement seems to be a prominent characteristic of the age, and hitherto to have signally marked the progress of all the arts and sciences; and at no period in the history of our government has its onward course been more striking than at the present. But improvement in naval architecture seems not to have kept pace with that in other branches of the mechanics; for, but few new ones having been built, the models of most of our ships of war, particularly sailing vessels, remain almost precisely as they were a quarter of a century ago. It is believed, therefore, that a proper regard for the efficiency of our naval ships and a fair competition with those of other navies, as well as sound economy, require the building of more *new* ships, embracing the improvements of the age and profiting by the knowledge of past experience, rather than continuing to make extensive repairs on *old* ones—the expense of which often amounts to nearly the cost of new.

I would, therefore, recommend a system of gradual increase of our ships of war; and in order to keep pace with the spirit of the age, and render our sailing vessels more effectual and efficient by the aid of steam power, I beg to submit an estimate, marked D, for the building of six first-class steam propellers, covering the whole expense when

completed and ready for service; and also showing the amount of materials on hand which can be applied for the purpose, and the sum necessary to be appropriated for the fiscal year ending on the 30th June, 1855, for the commencement of the work.

Since the last annual report, the schooner "Fenimore Cooper" and the storeship "John P. Kennedy" have been purchased and fitted out for the use of the surveying expedition to Behring's Straits and North Pacific ocean. The sloop-of-war "Vincennes," the brig "Porpoise," and the steamer "John Hancock," have also been fitted out at considerable additional expense for the same service.

The steamer "Water-Witch" has also been prepared and fitted out for survey and exploration of the river La Plata and its tributaries.

In pursuance of an act of Congress of 31st August, 1852, instructions were given by direction of the department, in January last, to Mr. Robert L. Stevens to proceed with his contract of 10th February, 1843, for the construction of an iron war steamer; since which the sum of \$34,794 64 has been paid him for the purchase of materials, in addition to the sum of \$75,689 previously paid him for the same purpose; but no evidence has been received of his having commenced operations on the work.

Accompanying this report will be found tabular statements, showing, besides the tables of estimates, the vessels in commission, those in ordinary, repairing, and equipping, and those on the stocks and in progress of construction; also, the estimated value of stores on hand at the commencement of the current fiscal year, and those expended during the past, as well as the number of days of labor expended, and the cost of the same, for building, repairing, and equipping vessels for the naval service.

The frigates "Macedonian" and the "Constellation" have been razed to first-class sloops of war, and will be found arranged under that head. The former has been completed, and joined the squadron in the China seas; the latter is still in progress of repairs at the navy yard at Gosport.

But about five tons of American water-rotted hemp have been purchased by the hemp agents since the commencement of the last fiscal year; and the small quantity received under previous contracts has been found unsuitable for naval purposes.

In consequence of the very limited amount produced by hemp-growers of a quality suitable for the naval service, and also of a contract having been made for its annual supply for a series of years, if practicable, the hemp agencies for the States of Kentucky and Missouri were discontinued in February last.

The confident expectations of obtaining an article of American culture, equal at least to the best foreign, have hitherto been disappointed; and, from past experience, it is believed but little reliance can be placed on obtaining much from that source for the present. The bureau would, therefore, beg to suggest whether it would not be sound policy to keep on hand about a year's supply of that article to meet any unexpected emergency—such as a short crop, a sudden

increased demand in the foreign market, or European difficulties cutting off importations from abroad.

With high consideration, I have the honor to be your obedient servant,

S. HARTT,
Chief of the Bureau.

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

A.

Estimate of the amount required for the expenditures of the Bureau of Construction, Equipment, and Repair, for the fiscal year ending on the 30th June, 1855.

For salary of the chief of the bureau.....	*\$3,000
For salary of chief naval constructor.....	†3,000
For salary of engineer-in-chief.....	*3,000
For salary of chief clerk, or one of fourth class.....	†1,800
For salary of seven clerks of second class, including draughtsman.....	‡8,400
For salary of one clerk, first class.....	‡900
For salary of one messenger.....	*700
	20,800

CONTINGENT EXPENSES.

For blank books, binding, stationery, printing, and miscellaneous items.....	\$500
For laborer for the bureau.....	300
	1,100

NOTE.—Respectfully submitted for an increase of the salary of the chief clerk from \$1,400 to \$1,700 for the two last fiscal years, for which time the chief clerks for the Bureaus of Provisions and Clothing and Yards and Docks were increased; and to equalize his salary with that of the chief clerks of the bureaus of other departments of the government.....

\$600

* Per act of August 31, 1842, pages 579 and 580, vol. 5.

† Per act of March 3, 1847, page 159, vol. 9.

‡ Per act of March 3, 1853, page 210, (pamphlet.)

B.

Estimate for pay of commission, warrant, and petty officers and seamen, including the engineer corps of the navy, required for vessels proposed to be kept in commission, including receiving vessels, for the fiscal year ending 30th June, 1855.

For the fiscal year ending June 30, 1854.....	\$2,102,610
For the fiscal year ending June 30, 1855.....	2,102,610

C.

Estimate of the amount required for objects under the directions of this bureau, payable from the appropriation for increase, repairs, &c., of the navy, and for wear and tear of vessels in commission, including fuel for steamers and the purchase of hemp for the navy, for the fiscal year ending the 30th June, 1855.

For the fiscal year ending June 30, 1854.....	\$1,940,950
For the fiscal year ending June 30, 1855.....	2,214,950

NOTE.—The increase in the above estimate is for the additional expense for fuel, and in repairs of steamers and other vessels employed on foreign service, and for launching the "Sabine," more fully explained in the report.

D.

Estimate of the sum required for building and equipping six first-class steam propellers.....	\$4,630,626
Materials on hand which can be applied for this purpose	1,389,186
	<hr/>
Balance to be provided for.....	3,241,240
	<hr/> <hr/>
Estimate of the amount required during the fiscal year ending on the 30th June, 1855	\$1,080,000

E.

Estimate of the amount required to meet the expenditures under the head of "enumerated contingent," for the fiscal year ending the 30th June, 1855.

For the fiscal year ending 30th June, 1854.....	\$225,000
For the fiscal year ending 30th June, 1855.....	300,000

NOTE.—The increase in the above estimate is to meet the increase of the general wants of the service, the appropriation for the two last years having been found insufficient.

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RECAPITULATION OF ESTIMATES.

Civil.

Salaries.....	\$20,800
Contingent.....	1,100

Navy.

Pay of the navy	2,102,610
Increase, repairs, &c.	3,294,950
Contingent enumerated	300,000

F.—Vessels in commission belonging to the navy on the 1st of November, 1853.

Name of vessel.	Guns.	Men.	Where built.	Date.	Sailed.	What service.
<i>Ships-of-the-line.</i>						
Pennsylvania.....	120	.....	Philadelphia.....	1837	.....	Receiving-ship, Norfolk.
North Carolina.....	74	.....	do.....	1820	.....	Receiving-ship, New York.
Ohio.....	74	.....	New York.....	1820	.....	Receiving-ship, Boston.
<i>Frigates.</i>						
Constitution.....	44	400	Boston.....	1797	.....	Coast of Africa.
Columbia.....	44	400	Washington.....	1836	.....	Home Squadron.
Cumberland.....	44	400	Boston.....	1842	May 7, 1852	Mediterranean.
St. Lawrence.....	44	400	Norfolk.....	1847	Dec. 12, 1851	Pacific.
Savannah.....	44	400	New York.....	1842	.....	Brazil.
<i>Sloops.</i>						
Macedonian.....	20	.....	Captured, 1812; rebuilt.....	1836	.....	East Indies.
Saratoga.....	20	164	Kittery.....	1842	.....	Do.
Vincennes.....	20	144	New York.....	1826	.....	North Pacific Exploring Expedition.
Warren.....	20	.....	Boston.....	1826	.....	Store-ship, San Francisco.
St. Louis.....	20	164	Washington.....	1828	Aug., 1852	Mediterranean.
Cyane.....	20	164	Boston.....	1837	Oct. 9, 1851	Home Squadron.
Levant.....	20	164	New York.....	1837	July 12, 1852	Mediterranean.
Portsmouth.....	20	144	Kittery.....	1843	Dec. 15, 1851	Pacific.
Plymouth.....	20	164	Boston.....	1843	Aug. 23, 1851	East Indies.
St. Mary's.....	20	144	Washington.....	1844	Oct. 21, 1850	Pacific
Jamestown.....	20	164	Norfolk.....	1844	May 31, 1852	Brazil.
Albany.....	20	164	New York.....	1846	.....	Home Squadron.
Vandalia.....	20	144	Philadelphia.....	1828	.....	East Indies.
Ontario.....	18	.....	Baltimore.....	1813	.....	Receiving-ship, Baltimore.
Marion.....	16	.....	Boston.....	1839	.....	Coast of Africa.

Date.....	16	105	Philadelphia.....	1839	Aug. 9, 1850	Do.
Preble.....	16	-----	Portsmouth, N. H.....	1839	-----	Practice-ship, Annapolis.
<i>Brigs.</i>						
Dolphin.....	10	70	New York.....	1836	-----	Maury's Wind Chart.
Porpoise.....	10	70	Boston.....	1836	-----	North Pacific Expedition.
Perry.....	10	70	Norfolk.....	1843	-----	Coast of Africa.
<i>Schooners.</i>						
Wave.....	1	-----	Transferred from War Department.....	-----	-----	Coast Survey.
Phoenix.....	2	-----	do.....	-----	-----	Do.
Fenimore Cooper.....	-----	-----	Purchased at New York..	-----	-----	North Pacific Expedition.
<i>Steamers.</i>						
Susquehanna.....	9	280	Philadelphia.....	1850	June 8, 1851	East Indies.
Mississippi.....	10	180	do.....	1841	1852	Do.
Powhatan.....	9	280	Norfolk.....	1850	-----	Do.
Michigan.....	1	70	Erie, Pa.....	1844	-----	Lakes.
Union.....	-----	-----	Norfolk.....	1842	-----	Receiving-ship, Philadelphia.
Vixen.....	3	-----	Purchased.....	1846	-----	Home Squadron.
Water-Witch.....	2	-----	Washington.....	1845	-----	River La Plata.
John Hancock.....	-----	-----	Boston.....	1850	-----	North Pacific Expedition.
Engineer.....	-----	-----	Purchased.....	-----	-----	Norfolk; tender.
<i>Store-ships.</i>						
Relief.....	6	40	Philadelphia.....	1836	-----	Brazil.
Lexington.....	6	-----	New York.....	1825	-----	East Indies.
Southampton.....	4	40	Norfolk.....	1845	-----	Do.
Supply.....	4	40	Purchased.....	1846	-----	Do.
Fredonia.....	4	-----	do.....	1846	-----	At Valparaiso.
John P. Kennedy.....	-----	-----	do.....	1853	-----	North Pacific Expedition.

G.

Vessels in ordinary, repairing and equipping, &c.

Name of vessel.	Guns.	Where built.	Date.	Station.
<i>Ships-of-the-line.</i>				
Vermont	74	Boston	1848	Boston.
Columbus	74	Washington	1819	Norfolk.
Delaware	74	Gosport	1820	Do.
<i>Frigates.</i>				
Congress	44	Kittery	1841	New York.
Raritan	44	Philadelphia	1843	Do.
United States	44	Philadelphia	1797	Norfolk.
Potomac	44	Washington	1821	Do.
Brandywine	44	do	1825	New York.
Independence, razee	54	Boston	1814	Do.
<i>Sloops.</i>				
Falmouth	20	Boston	1827	Norfolk.
Germantown	20	Philadelphia	1846	Boston.
Decatur	16	New York	1839	Do.
Constellation, 1st class	20	Baltimore	1797	Norfolk.
John Adams	20	Charleston, S. C.	1799*	Boston.
<i>Brigs.</i>				
Bainbridge	10	Boston	1836	New York.
<i>Steamers.</i>				
San Jacinto	6	New York	1850	Philadelphia.
Saranac	6	Portsmouth, N. H.	1848	Norfolk.
Princeton	10	{ New York	1843	} New York.
		{ Boston—rebuilt	1851	
Alleghany	2	Pittsburg, Pa.	1847	Norfolk.
Massachusetts		Transferred from War Department		Norfolk.
Fulton	5	New York	1837	Philadelphia.

* Rebuilt in 1820.

H.

Vessels on the stocks and in progress of construction on 1st November, 1853.

SHIPS-OF-THE-LINE.

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

FRIGATES.

Santee.....Kittery.
Sabine.....New York.

STEAMERS.

Stevens's iron steamerHoboken, N. J.
Franklin.....Kittery, rebuilding.

I.

Statement of the cost or estimated value of stores on hand at the several navy yards July 1, 1852; of articles received and expended from June 30, 1852, to June 30, 1853, and of those remaining on hand July 1, 1853, under the direction of the Bureau of Construction, Equipment, and Repair.

Navy yards.	On hand July 1, 1852.	Received.	Expended.	On hand July 1, 1853.
Portsmouth	\$608, 293 98½	\$22, 890 47	\$21, 342 77	\$669, 841 68½
Boston	1, 566, 390 49	444, 468 31	488, 259 39	1, 522, 599 41
New York	1, 349, 644 03	403, 361 40	381, 798 22	1, 371, 207 21
Philadelphia	444, 876 60	74, 525 38	76, 630 27	442, 771 71
Washington.....	426, 114 26	173, 742 30	188, 692 83	411, 163 73
Norfolk	1, 634, 396 98	343, 639 79	336, 971 51	1, 641, 065 26
Pensacola.....	257, 364 33½	8, 411 31½	17, 254 06½	248, 521 58½
Memphis	11, 196 03	.....	4, 644 00	6, 552 03
Total.....	6, 358, 276 71	1, 471, 038 96½	1, 515, 593 05½	6, 313, 722 62

K.

Statement of the number of days' labor, and its cost, from the 1st day of July, 1852, to the 1st day of July, 1853, for the respective navy yards, for building, repairing, and equipping vessels of the navy, or in receiving or securing stores and materials for those purposes.

Yards.	No. of days' labor.	Cost of labor.	Average per diem.
Portsmouth	7, 243½	\$9, 519 15	\$1 31.4
Boston	106, 898	188, 332 94	1 76.1
New York	195, 167½	323, 212 25	1 65.6
Philadelphia	53, 854	81, 240 83	1 50.8
Washington.....	56, 546	82, 023 53	1 45.0
Norfolk.....	211, 242½	325, 942 51	1 54.3
Pensacola.....	4, 090	6, 692 02	1 63.6
Total.....	635, 041½	1, 016, 963 23	1 60.1

NAVY DEPARTMENT,
Bureau of Construction, &c., October 20, 1853.

SIR: In conformity with the act of 3d of March, 1843, I respectfully transmit herewith duplicate abstracts of offers received to furnish naval supplies coming under the cognizance of this bureau, exhibiting in scales from No. 1 to 12 inclusive, as well those which were rejected as those accepted, between the 2d November, 1852, (date of last report,) and 1st of November, 1853; and in conformity with the act of 21st of April, 1808, I also transmit herewith duplicate lists of contracts made and received during the same period.

I have the honor to be, sir, with great respect, your obedient servant,
S. HARTT,
Chief of the Bureau.

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

ABSTRACT OF OFFERS

MADE

To furnish naval supplies coming under the cognizance of the Bureau of Construction, Equipment, and Repair, exhibiting, in scales from No. 1 to No. 12 inclusive, as well those which were accepted as those which were rejected, between November 2, 1852, and November 1, 1853: reported in obedience to an act of Congress of March 3, 1843.

No. 1.

Schedule of prices per Harrison & Loring for steam boilers, &c., for steamer John Hancock.....	\$14,000 00
Schedule of prices per Harrison & Loring for altering boilers of steamer John Hancock.....	5,000 00
Schedule of prices per Ames & Green for two 6-horse steam engines, and two boilers for the same.....	1,200 00
Schedule of prices per Murray & Hazlehurst for altering boilers of steamer Princeton.....	18,500 00
Schedule of prices per Andrew Mehaffey for altering boilers of steamer Alleghany.....	18,000 00
* Schedule of prices per Grandison Spratt for 1,950 tons American water-rotted hemp, per ton.....	230 00
Schedule of prices per B. H. Ellicott for tank iron, per pound.....	6½

* The contractor was authorized, if unable to procure American hemp, to substitute best Russia hemp to the amount of the deficiency, deliverable at Charlestown, at \$216 per ton. Cancelled by direction of the Secretary of the Navy, August 8, 1853.

Scale of offers to furnish mast and spar timber, under advertisement by the Bureau of January 24, 1853—one-half deliverable by September 1, 1853, and one-half by March 1, 1854. Offers received to February 28, 1853.

Bidders.	PORTSMOUTH.		CHARLESTOWN.		BROOKLYN.		PHILADELPHIA.		WASHINGTON.		GOSPORT.		PENSACOLA.	
	For 1 raze, or 3,180 cubic feet.		For 3 sloops-of-war, or 4,110 cubic feet.		For 1 ship-of-the-line, 3 frigates, 3 sloops-of-war, or 15,790 cubic feet.		For 2 sloops-of-war, or 2,740 cubic feet.		For 1 sloop-of-war, or 1,370 cubic feet.		For 1 ship-of-the-line, 2 sloops-of-war, or 6,440 cubic feet.		For 1 frigate, 1 sloop-of-war, jib-boom, &c., 4,691 cubic feet.	
	Price per cub. ft.	Aggregate amount.	Price per cub. ft.	Aggregate amount.	Price per cub. ft.	Aggregate amount.	Price per cub. ft.	Aggregate amount.	Price per cub. ft.	Aggregate amount.	Price per cub. ft.	Aggregate amount.	Price per cub. ft.	Aggregate amount.
1 Samuel B. Grice.....	\$1 50	\$4,770 00												
2 Samuel P. Brown.....	70	2,226 00												
3 James N. McAlpine.....	40	1,272 00												
4 Abm. M. Bogart.....	70	2,226 00												
5 Storer & Stephenson.....	98	3,116 40												
6 John S. Beall.....	80	2,544 00												
7 John Petty.....	54	1,717 20												
8 James N. McAlpine.....			\$0 40	\$1,644 00										
9 John E. Chapman.....			48	1,968 00										
10 Abm. M. Bogart.....			75	3,082 50										
11 Samuel P. Brown.....			65	2,671 50										
12 John S. Beall.....			80	3,288 00										
13 Storer & Stephenson.....			68	2,794 80										
14 John Petty.....			49	2,013 90										
15 James N. McAlpine.....					\$0 40	\$8,316 00								
16 Abm. M. Bogart.....					60	9,474 00								
17 Samuel B. Grice.....					1 50	23,685 00								
18 Samuel P. Brown.....					80	12,632 00								
19 John S. Beall.....					80	12,632 00								
20 Storer & Stephenson.....					80	12,632 00								
21 John Petty.....					50	7,895 00								
22 James N. McAlpine.....							\$0 40	\$1,096 00						
23 Abm. M. Bogart.....							80	2,192 00						
24 Samuel B. Grice.....							1 25	3,425 00						
25 Samuel P. Brown.....							65	1,781 00						
26 John S. Beall.....							78	2,192 00						
27 Storer & Stephenson.....							68	1,863 20						
28 John Petty.....							55	1,507 00						
29 James N. McAlpine.....									\$0 50	\$685 00				

30	Samuel P. Brown.....									60	822 00								
31	Abm. M. Bogart.....									70	959 00								
32	Samuel B. Grice.....									1 25	1,712 25								
33	John S. Beall.....									80	1,096 00								
34	Storer & Stephenson.....									68	821 60								
35	John Petty.....									49	671 30								
36	James N. McAlpine.....											\$0 33	\$2,125 20						
37	Samuel P. Brown.....											74	4,765 60						
38	Samuel B. Grice.....											1 45	9,338 00						
39	John S. Beall.....											78	5,023 20						
40	John Petty.....											40	2,576 00						
41	Abm. M. Bogart.....											50	3,220 00						
42	Storer & Stephenson.....											80	5,152 00						
43	H. G. Ramsay.....													\$0 38	\$1,782 58				
44	Abm. M. Bogart.....													75	3,518 25				
45	Samuel B. Grice.....													1 23	5,769 93				
46	Jacob J. Saxon.....													65	3,049 15				
47	Samuel P. Brown*.....													50	1,330 00				
48	Jesse C. Allen.....													70	3,283 70				
49	John S. Beall.....													78	3,658 98				
50	Storer & Stephenson.....													80	3,752 80				

* Informal—offers for *frigate only*.

Offers opened March 1, 1853, in presence of—

W. B. SHUBRICK,
P. C. JOHNSON,
JOHN H. REILY.

The following offers, being the lowest, are accepted, viz: No. 3, of James N. McAlpine, for Portsmouth; No. 8, of James N. McAlpine, for Charlestown; No. 15, of James N. McAlpine, for Brooklyn; No. 22, of James N. McAlpine, for Philadelphia; No. 35, of John Petty, for Washington; No. 36, of James N. McAlpine, for Gosport; No. 43, of H. G. Ramsay, for Pensacola.

WM. R. SHUBRICK *Chief of Bureau.*

BUREAU OF CONSTRUCTION, &C., March 1, 1853.

No. 3.

Scale of offers to furnish naval supplies at the navy yard at Charlestown, Massachusetts, under advertisement of 12th May, 1853.
Offers received to 20th June; deliveries during the fiscal year ending 30th June, 1854.

Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.
	Iron.	Copper.	Hardware.	Composition nails.	Flax canvas.	Cotton canvas, hammock, and bag-stuff.
1 S. & E. Knight.....						
2 L. Timberlake.....					\$15,477 50	
3 Crocker & Sturgis.....						
4 Southard, Hubbard & Co.....						
5 J. Davis, jr., Tr. Revere Copper Company.....		\$13,257 83½				
6 Storer & Stephenson.....				\$377 50	15,590 00	\$6,687 50
7 Horton, Hall & Co.....						
8 Plume & Co.....						
9 Horton, Hall & Co.....	\$2,189 00					
10 McKim & Cutter.....						
11 J. G. Kidder.....						
12 John E. Doyle.....						
13 Wm. A. Freeborn.....					960 00	
14 Erastus Corning.....	2,389 50	17,840 32				
15 Horton, Hall & Co.....			\$4,004 90			
16 Do.....				1,030 00		
17 Grice & Christman.....		16,171 84		1,300 00		
18 Horton, Hall & Co.....		13,493 00				
19 N. W. Coffin.....						
20 Horton, Hall & Co.....						
21 Kennedy & Hill.....						
22 Robert Todd.....						
23 Horton, Hall & Co.....						

24	John Goewey.....	2,043 50	13,877 36			
25	Jacob Hall, jr.....					
26	Wm. Lang.....				1,120 00	
27	J. R. Anderson.....	2,255 20				
28	Benj. F. Wilson.....	2,308 75	14,518 29		1,160 00	7,627 50
29	Henry N. Hooper & Co.....				1,120 00	
30	Wm. Mason & Son.....					6,514 50
31	Wm. Lang.....	2,599 60				

No. 3—Continued.

	Bidders.	Class 7.	Class 8.	Class 9.	Class 10.	Class 11.	Class 12.	Class 13.
		Ship chandlery.	Paints, oil, and glass.	Sperm oil and candles.	Oakum.	Manilla hemp.	Stationery.	Firewood.
1	S. & E. Knight.....							\$789 00
2	L. Timberlake.....							
3	Crocker & Sturgis.....					\$12,400 00		
4	Southard, Hubbard & Co.....			\$2,270 00				
5	J. Davis, jr., Tr. Revere Copper Co.....							
6	Storer and Stephenson.....			2,775 00		12,245 00		
7	Horton, Hall & Co.....					12,750 00		
8	Plume & Co.....				\$274 25			
9	Horton, Hall & Co.....							
10	McKim & Cutter.....						\$600 72	
11	J. G. Kidder.....			2,565 00				
12	John E. Doyle.....					13,150 00		
13	Wm. A. Freeborn.....							
14	Erastus Corning.....							
15	Horton, Hall & Co.....							
16	Do.....							
17	Grice & Christman.....		\$6,013 75	4,075 00				
18	Horton, Hall & Co.....							
19	N. W. Coffin.....			2,745 00				
20	Horton, Hall & Co.....	\$4,704 90						
21	Kennedy & Hill.....		3,275 75					
22	Robert Todd*.....							Informal.
23	Horton, Hall & Co.....		2,381 35					
24	John Goewey.....							
25	Jacob Hall, jr.....					12,700 00		
26	Wm. Lang.....		3,634 00	2,670 00	325 00	12,320 00		
27	J. R. Anderson.....							
28	Benj. F. Wilson.....	5,240 76	3,092 95	2,475 00	345 00	12,768 00		790 00

29	Henry N. Hooper & Co.....						
30	Wm. Mason & Son.....						
31	Wm. Lang.....						

Offers opened June 21, 1853, in presence of—

WM. B. SHUBRICK,
P. C. JOHNSON,
JOHN H. REILY.

The following offers, being the lowest, are accepted, viz: No. 24, of John Goewey,† for class No. 1; No. 5, of J. Davis, jr., for class No. 2; No. 15, of Horton, Hall & Co., for class No. 3; No. 6, of Storer & Stephenson, for class No. 4; No. 2, of L. Timberlake, for class No. 5; No. 30, of Wm. Mason & Son, for class No. 6; No. 20, of Horton, Hall & Co., for class No. 7; No. 23, of Horton, Hall & Co., for class No. 8; No. 4, of Southard, Hubbard & Co, for class No. 9; No. 8, of Plume & Co., for class No. 10; No. 6, of Storer & Stephenson, for class No. 11; No. 10, of McKim & Cutter, for class No. 12; No. 1, of S. & E. Knight, for class No. 13.

JUNE 27, 1853.

WM. B. SHUBRICK, *Chief of Bureau.*

* Offer not signed.

† Declined to execute; and awarded to next lowest bidder.

Part iii—36

H. Doc. 1.

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No. 4.

Scale of offers to furnish naval supplies at the navy yard at Brooklyn, New York, under advertisement of May 12, 1853. Offers received to 20th June; deliveries during the fiscal year ending June 30, 1854.

	Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 8.
		Iron.	Copper.	Hardware.	Lead and tin.	Composition nails, &c.	Glass.	Flax canvas.	Cotton canvas.
1	Geo. G. Glasier			\$5,909 00					
2	Chas. A. Secor & Co.....			6,726 05		\$2,662 50			
3	Grice and Christman.....		\$20,336 20			3,594 50			
4	Geo. G. Glasier			7,547 35	\$2,053 61	2,370 00	\$331 00	\$12,800 00	\$3,015 00
5	Pike & Lander	\$13,138 00	21,048 00		1,976 81	2,602 00			
6	George Adams								
7	L. Timberlake.....								
8	S. G. Bogert.....								
9	Aaron A. Degrand.....		21,798 40						
10	Thos. McCarty						Informal.		
11	Geo. W. Beavers.....					2,123 50			
12	Wm. A. Freeborn.....								
13	James How								
14	Kennedy & Hill								
15	Wm. Lang.....								
16	J. Davis, jr., Tr. R. C. Co.....		19,243 90						
17	L. Timberlake.....							11,439 90	
18	Erastus Corning.....	13,437 28	24,513 20		2,164 84				
19	Jno. K. Lurge			8,565 66					
20	Lee & Bunting								
21	Southard, Hubbard & Co.....								
22	Collins, Bowne & Co								
23	Nathan Lane & Co.....								
24	Chas. F. Sinclair.....								

25	Storer & Stephenson.....	11,663 69	20,117 00	6,605 37	1,787 98	2,000 00	298 40	11,600 00	6,805 00
26	Geo. Crosby.....								
27	McSpeden, Baker & Co.....								
28	John Goewey.....	Informal.	Informal.		Informal.				
29	McSpeden, Baker & Co.....	11,723 17							
30	Do.....do.....								
31	George Gardiner & Co.....	11,885 54							
32	Christian S. Storms.....		20,095 40	7,105 44	1,851 52	2,499 00	395 20	14,320 00	8,946 25
33	Wm. Lang.....	13,863 16							
34	Wm. Mason & Son.....								6,766 45
35	Henry N. Hooper & Co.....					2,562 00			
36	Benj. F. Wilson.....	12,469 72	19,386 60		2,093 02	2,653 50	266 04		8,527 10
37	Jos. R. Anderson.....	11,777 10							
38	John Nash.....								

29	McSpeden, Baker & Co.....							
30	Do.....do.....				7,106 25			
31	George Gardner & Co.....							
32	Christian S. Storms.....	346 25	10,102 65	6,613 25	7,255 00	2,500 00	2,005 50	667 30
33	Wm Lang.....							
34	Wm. Mason & Son.....							
35	Henry N. Hooper & Co.....							
36	Benj. F. Wilson.....	407 50		6,821 84	7,030 00		2,359 00	
37	Jos. R. Anderson.....							
38	John Nash.....					3,900 00		

Offers opened June 21, 1853, in presence of—

WM. B. SHUBRICK,
P. C. JOHNSON,
JNO. H. REILY.

The following offers, being the lowest, are accepted, viz: No. 25, of Storer & Stephenson, for classes Nos. 1, 3, 4, 5, 10, 11, 12, 15, 16; No. 16, of J. Davis, jr, Tr. R. C. Co., for class No. 2; No. 36, of Benj. F. Wilson, for class No. 6; No. 17, of L. Timberlake, for class No. 7; No. 34, of Wm. Mason & Son for class No. 8; No. 32, of C. S. Storms, for class No. 9; No. 27, of McSpeden, Baker & Co., for class No. 13; No. 26, of Geo. Crosby, (by lot,) for class No. 14.

NOTE.—Offer No. 11 informal—wrong items; offer No. 28 informal—not certified. An offer of Wetherill & Bro., for class 11, received on the 21st June, after the expiration of the time limited.

WM. B. SHUBRICK, *Chief of Bureau.*

JUNE 27, 1853

No. 5.

Scale of offers to furnish naval supplies at the navy yard, Philadelphia, under advertisement of May 12, 1853. Offers received to June 20; deliveries during the fiscal year ending June 30, 1854.

Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.
	Iron.	Hardware.	Lead, zinc, &c.	Miscellaneous.	Flax canvas.	Cotton canvas.	Twine, &c.
1 George Adams.....		\$3,036 45	\$916 00				
2 John Goewey.....	\$840 00						
3 J. B. Baxter & Brother*.....		Informal.					
4 L. Timberlake.....					\$9,274 63		
5 Thos. E. Baxter.....			748 00				
6 James Leslie, jr.....		2,829 04					
7 Storer & Stephenson.....	1,200 00	2,696 60	900 00	\$405 00	9,198 40	\$1,601 00	\$265 00
8 Benj. F. Wilson.....			819 48	429 50		1,907 45	266 92
9 William Mason & Son.....						1,495 60	
10 Jos. R. Anderson†.....	Informal.						
11 William Lang.....	826 00						

* Offer not guaranteed.

† Offers for part of class.

An offer was received from J. K. Graham on the 27th of June, after the expiration of the time limited.

Offers opened June 21, 1853, in presence of—

WM. B. SHUBRICK,
P. C. JOHNSON,
JNO. H. REILY.

The following offers, being the lowest, are accepted, viz: No. 11, of Wm. Lang, for class 1; No. 7, of Storer & Stephenson, for classes 2, 4, 5 and 7; No. 5, of Thomas E. Baxter, for class 3; No. 9, of William Mason, for class 6.

WM. B. SHUBRICK, Chief of Bureau.

No. 6.

Scale of offers to furnish naval supplies at the navy yard, Gosport, Virginia, under advertisement of May 12, 1853. Offers received to June 20; deliveries during the fiscal year ending June 30, 1854.

Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 8.
	Iron.	Copper.	Hardware.	Lead, tin, & zinc.	Composition sheathing nails.	Glass.	Flax canvas.	Cotton canvas.
1 Southard, Hubbard & Co								
2 L. Timberlake.....							\$18,100 50	
3 Jno. A. Higgins.....			\$4,929 50			\$725 00		
4 J. Davis, jr., Tr. R. C. Co.....		\$17,429 97						
5 E. P. Tabb & Co.....			4,777 00	\$3,013 00	\$4,350 00			
6 Vickory & Griffith								
7 Storer & Stephenson.....	\$4,902 30	19,853 00	5,001 50	2,665 00	3,640 00	410 00	12,650 00	\$6,170 00
8 Erastus Corning.....	5,749 55	22,362 62		3,080 50				
9 Edward P. Tabb & Co.....			4,751 50	3,013 00	4,350 00			
10 R. C. Barclay								
11 John Goewey*.....	4,568 40	17,281 20		2,578 06				
12 Grice & Christman.....		21,453 80			6,000 00			
13 Kennedy & Hill.....						280 00		
14 Jno. A. Higgins.....				2,487 00				
15 Wm. A. Freeborn.....					3,695 00			
16 George Adams.....								
17 Wm. Lang.....	5,583 60							
18 Wm. Mason & Son.....								6,159 10
19 H. N. Hooper & Co.....					4,500 00			
20 Benjamin F. Wilson.....	5,497 85	19,471 16		2,804 25	4,425 00	511 25		8,964 50
21 Caleb Bonsal.....	4,995 50	20,074 00	5,440 50	2,693 00	4,110 00	600 00		
22 J. R. Anderson.....	5,015 20							

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* Declined to execute, and the same were awarded to the next lowest offers; being offer No. 7, of Storer & Stephenson, for class No. 1; and offer No. 4, of Revere Copper Co., for class No. 2.

An offer was received from Wetherill & Bro. for class No. 11, on the 21st June, after the expiration of the time limited.

Offers opened June 21, 1853, in presence of—

WM. B. SHUBRICK,
P. C. JOHNSON,
JNO. H. REILY.

The following offers, being the lowest, are accepted, viz: No. 11, of Jno. Goewey, for classes Nos. 1 and 2; No. 9, of E. P. Tabb & Co., for class No. 3; No. 14, of Jno. A. Higgins, for class No. 4; No. 7, of Storer & Stephenson, for classes Nos. 5, 7, 9, 11, and 12; No. 13, of Kennedy & Hill, for class No. 6; No. 18, of Mason & Son, for class No. 8; No. 21, of Caleb Bonsal, for classes Nos. 10 and 15; No. 20, of Benjamin F. Wilson, for classes Nos. 13 and 14; No. 6, of Vickery & Griffith, for class No. 16.

JUNE 27, 1853.

WM B. SHUBRICK,
Chief of Bureau.

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No. 7.

Scale of offers to furnish naval supplies at the navy yard, Washington, D. C., under advertisement of May 12, 1853. Offers received to June 20; deliveries during the fiscal year ending June 30, 1854.

Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 8.
	Iron.	Lead, tin, &c.	Pig iron.	Hardware.	Ship chandlery.	Paints, &c.	Sperm oil and candles.	Charcoal.
1 John Goewey*	\$2,135 25	\$3,034 13						
2 Kennedy & Hill						\$207 00		
3 Campbell & Coyle				\$2,369 83				
4 George Adams		3,576 25	\$1,937 50					
5 George Gardner & Co	2,628 00							
6 Eli Dyer								\$195 00
7 Philip Otterback								274 00
8 Charles L. Ondersluys	2,743 50		1,950 00					
9 Erastus Corning	2,792 25	3,668 37						
10 S. G. Bogert	3,942 00	3,336 00	2,000 00	2,550 48				
11 Thomas E. Baxter		4,255 00						
12 Storer & Stephenson	2,956 50	3,104 00		2,282 50		189 50	\$260 00	
13 Caleb Bonsal†	2,365 20	3,386 50	1,735 00	2,398 50	\$209 00	218 00	400 00	
14 Benj. F. Wilson	2,710 12	3,163 75	1,875 00			207 50	279 50	800 00
15 Wm. Lang	2,614 86							
16 J. R. Anderson	2,365 20							

Offers were received from Wetherill & Brother and John P. Wetherill on the 21st of June, after the expiration of the time limited.

Offers opened June 21, 1853, in presence of Wm. B. SHUBRICK, P. C. JOHNSON, and J. H. REILY.

The following offers, being the lowest, are accepted, viz: No. 1, of John Goewey,* for classes Nos. 1 and 2; No. 13, of Caleb Bonsal, for classes Nos. 3 and 5; No. 12, of Storer & Stephenson, for classes Nos. 4, 6, and 7; No. 6, of Eli Dyer, for class No. 8.

JUNE 27, 1853.

WM. B. SHUBRICK, Chief of Bureau.

* Failed to execute, and awarded to next lowest bidder.

† By lot.

No. 8.—Scale of offers to furnish naval supplies at the navy yard, Pensacola, Fla., under advertisement of May 12, 1853. Offers received to June 20; deliveries during the fiscal year ending June 30, 1854.

Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 8.	Class 9.	Class 10.	Class 11.	Class 12.
	Iron.	Copper.	Hardware.	Lead and tin.	Sheathin'g nails.	Cotton canvas.	Twine.	Ship chandlery.	Paints, oils, &c.	Sperm oil & candles.	Hemp.	Fuel.
1 Southard, Hubbard & Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$1,920 00	.....	.....
2 Caleb Bousal.....	\$1,248 00	\$12,637 50	\$1,600 00	\$610 00	\$600 00	.....	.....	\$1,363 00	\$2,505 00	3,600 00	\$500 00	.....
3 S. G. Bogert.....	1,128 00	7,546 25	1,201 20	461 75	420 00	\$2,975 00	\$250 00	1,249 00	1,119 00	2,500 00	375 00	\$1,100 00
4 J. Davis, jr., Tr. R. C. Co.	.....	8,340 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5 Geo. Gardner & Co.....	977 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 Wm. A. Freeborn.....	.....	.....	.....	.....	312 00	.....	.....	.....	.....	.....	.....	.....
7 Storer & Stephenson.....	906 00	7,506 25	834 25	391 50	298 00	2,225 50	75 00	1,147 00	1,151 00	2,000 00	300 00	.....
8 Chester P. Knapp.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	830 00
9 Wm. H. Baker.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	852 50
10 J. M. Stannard*	.....	6,777 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11 Albert L. Avery.....	1,000 00	11,598 37½	792 14	721 00	600 00	.....	110 00	1,231 50	1,402 00	2,560 00	318 50	755 00
12 Erastus Corning.....	874 00	9,162 19	.....	395 63	.....	.....	.....	.....	.....	.....	.....	.....
13 John Goewey*	718 00	7,077 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14 Kennedy & Hill.....	.....	.....	.....	.....	.....	.....	.....	.....	927 50	.....	.....	.....
15 J. R. Anderson.....	875 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16 Renj. F. Wilson.....	999 20	7,828 12	.....	481 50	420 00	2,742 50	84 00	.....	1,138 00	2,060 00	.....	.....
17 H. N. Hooper & Co.....	.....	.....	.....	.....	334 00	.....	.....	.....	.....	.....	.....	.....
18 Wm. Mason & Son.....	.....	.....	.....	.....	.....	2,213 30	.....	.....	.....	.....	.....	.....
19 Wm. Lang.....	921 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Offers opened June 21, 1853, in presence of—

WM. B. SHUBRICK,
P. C. JOHNSON,
J. H. RILEY.

The following offers, being the lowest, are accepted, viz: No. 13,* of John Goewey, for class No. 1; No. 10,* of J. M. Stannard, for class No. 2; No. 7, of Storer & Stephenson, for classes Nos. 4, 5, 7, 8, and 11; No. 11, of A. L. Avery, for classes Nos. 3 and 12; No. 18, of Wm. Mason & Son, for class No. 6; No. 14, of Kennedy & Hill, for class No. 9; No. 1, of Southard, Hubbard & Co., for class No. 10.

JUNE 27, 1853.

WM. B. SHUBRICK, Chief of Bureau.

* Declined to execute, and awarded to next lowest bidder.

Scale of offers to furnish timber, lumber, &c., at the navy yards at Kittery and Charlestown, under advertisement of May 12, 1853.
Offers received to June 20; deliveries to be made in full by December 30, 1854.

Bidders.	KITTERY. *		CHARLESTOWN.						
	Class 1.	Class 2.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.
	Yellow pine, for masts.	White oak.	White oak.	White oak, promiscuous timber, and boat knees.	White pine.	Ash pl'k, walnut, elm, mahogany, &c.	Hickory and white ash oars.	Lignumvitæ.	Black spruce spars.
1 Storer & Stephenson	\$2,780 00	\$21,000 00	.....	.....	.....	.....	.....	.....	.....
2 S. G. Bogert.....	1,911 25	16,800 00	.....	.....	.....	.....	.....	.....	.....
3 Wm. White.....	.....	17,325 00	.....	.....	.....	.....	.....	.....	.....
4 John Petty	1,303 12½	15,662 50	.....	.....	.....	.....	.....	.....	.....
5 Wm. C. Burroughs	1,633 25	.....	.....	.....	.....	.....	.....	.....	.....
6 Thos. Tatem*	Informal.	Informal.	.....	.....	.....	.....	.....	.....	.....
7 John Pritchett	2,085 00	.....	.....	.....	.....	.....	.....	.....	.....
8 Jas. N. McAlpine	1,494 25	.....	.....	.....	.....	.....	.....	.....	.....
9 A. J. Fitch	2,606 25	22,750 00	.....	.....	.....	.....	.....	.....	.....
10 John Nash	1,735 50	14,700 00	.....	.....	.....	.....	.....	.....	.....
11 Storer & Stephenson.....	.....	.....	\$22,360 00	\$5,704 00	\$5,350 00	\$2,062 50	\$1,280 00	\$700 00	\$1,700 00
12 S. G. Bogert .....	.....	.....	22,320 00	3,862 00	4,420 00	1,572 50	1,038 25	1,125 00	1,700 00
13 Oakman & Eldridge .....	.....	.....	.....	3,875 60	.....	.....	.....	.....	.....
14 Do.....	.....	.....	.....	.....	4,630 00	.....	.....	.....	.....
15 Do.....	.....	.....	.....	.....	.....	1,802 50	.....	.....	.....
16 Do.....	1,093 50
17 Do.....	1,150 00
18 M. W. Coffin.....	877 75	1,105 00
19 Fred. A. Southmayd	1,004 18

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20	M. W. Coffin.....					4,020 00			660 00	
21	Clayton & Jones.....					Informal.				Informal.
22	Saml. B. Grice†.....		23,795 00			5,500 00	Informal.			
23	Horton, Hall & Co.....								620 00	
24	Robert Todd||.....					Informal.				
25	John R. Gilliam.....							1,816 00		
26	Grice & Christman.....		31,440 00						2,850 00	
27	Wm. Laug.....								675 00	
28	Philip Otterback.....								825 00	
29	J. L. Ross.....						1,673 50			
30	A. J. Fitch.....		24,450 00	5,575 60	4,585 00	1,795 00	1,856 00	1,500 00		2,250 00

* Not guaranteed.

† Not certified.

‡ Offers for part of class.

|| Offer not signed.

An offer was received from H. H. & J. Putnam on July 2, after the expiration of the time limited.

Offers opened June 22, 1853, in the presence of—

WM. B. SHUBRICK,
P. C. JOHNSON,
J. H. REILY.

The following offers, being the lowest, are accepted, viz: No. 4, of Jno. Petty, for class No. 1; No. 10, of John Nash, for class No. 2, Kittery. No. 12, of S. G. Bogert, for classes Nos. 1, 2, and 4; No. 20, of M. W. Coffin, for classes Nos. 3, 5, and 7; No. 23, of Horton, Hall & Co., for class No. 6, Charlestown.

WM. B. SHUBRICK, *Chief of Bureau.*

JUNE 28, 1853.

No. 10.

Scale of offers to furnish timber, lumber, &c., at the navy yard, Brooklyn, N. Y., under advertisement of May 12, 1853. Offers received to June 20; deliveries to be made in full by December 30, 1854.

Bidders.	Class 1.	Class 2.	Class 3	Class 4.	Class 5.	Class 6.
	White oak.	White oak knees.	White oak plank.	White pine.	Black spruce spars.	Yellow pine mast and spar timber.
1 Storer & Stephenson.....	\$19,200 00	\$11,647 50	\$540 00	\$8,870 00	\$2,050 00	\$6,750 05
2 S. G. Bogert.....	17,600 00	6,645 00	450 00	7,208 00	2,700 00	4,307 40
3 John Petty.....	17,800 00					2,879 15½
4 John N. McAlpine.....						3,090 97
5 Oakman & Eldridge.....					1,430 00	
6 Lewis Beall.....		11,918 75				
7 Fred. A. Southmayd.....			351 00		1,260 00	
8 James Bigler.....			396 00	7,160 00		
9 A. J. Fitch.....	17,500 00	6,880 00	405 00	7,028 00	2,000 00	4,990 30
10 Wm. C. Burroughs.....						
11 David D. Barber*.....	Informal.					
12 John R. Lutton.....						
13 Charles Rolfe.....				7,012 50		
14 Philip Otterback.....						
15 Grice & Christman.....	24,800 00			14,393 00		4,656 35
16 William White.....	19,200 00					
17 Degraw, Bradbury & Co.....	18,000 00					
18 Boyle & Co.....						
19 M. K. Keath & Co.....				8,760 00		
20 John Nash.....	17,887 50					3,489 50

* Not certified.

No. 10—Continued.

Bidders.	Class 7.	Class 8.	Class 9.	Class 10.	Class 11.	Class 12.
	Locust timber.	African oak.	Lignumvitæ.	Hickory bars.	Ash timber, &c.	Miscellaneous plank and boards.
1 Storer & Stephenson.....	\$450 00	\$1,760 00	\$1,110 00	\$450 00	\$1,390 00	\$1,400 00
2 S. G. Bogert.....	337 50	850 00	2,200 00	375 00	1,020 00	1,500 00
3 John Petty.....						
4 J. N. McAlpine.....						
5 Oakman & Eldridge.....						
6 Lewis Beall.....						
7 Fred. A. Southmayd.....				180 00	1,074 50	1,238 50
8 James Bigler.....						
9 A. J. Fitch.....	375 00	950 00	2,090 00	975 00	1,071 50	1,177 50
10 William C. Burroughs.....				300 00		
11 David D. Barber.....						
12 John R. Lutton.....	182 50					
13 Charles Rolfe.....						
14 Phillip Otterback.....			1,193 00			
15 Grice & Christman.....						
16 William White.....						
17 Degraw, Bradbury & Co.....						
18 Boyle & Co.....						1,502 50
19 M. K. Keath & Co.....						
20 John Nash.....						

Offers opened June 22, 1853, in presence of WM. B. SHUBRICK, P. C. JOHNSON, JOHN H. REILY.

The following offers, being the lowest, are accepted, viz: No. 9, of A. J. Fitch, for classes 1 and 12; No. 2, of S. G. Bogert, for classes 2, 8, and 11; No. 7, of F. A. Southmayd, for classes 3, 5, and 10; No. 13, of Charles Rolfe, for class 4; No. 3, of John Petty, for class 6; No. 12, of John R. Lutton, for class 7; No. 1, of Storer & Stephenson, for class 9.

JUNE 28, 1853.

WM. B. SHUBRICK, *Chief of Bureau.*

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No. 11.—Scale of offers to furnish timber, lumber, &c., at the navy yards at Philadelphia and Washington, under advertisement of 12th May, 1853. Offers received to 20th June; deliveries to be made in full by 30th December, 1854.

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	Bidders.	PHILADELPHIA.						WASHINGTON.	
		Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Ash plank.
		White oak timber.	Delaware white oak for trestle trees.	Susquehanna, or upland white oak.	White oak plank, &c., for boats.	Yellow pine for sloops, fore & main masts.	Blace spruce spars.	White pine lumber, &c.	
1	S. G. Bogert.....	\$900 00	\$483 50	\$390 80	\$270 00	\$5,746 80	\$1,500 00	\$8,720 00	.....
2	Stofer & Stephenson	1,750 00	438 80	312 64	360 00	8,021 45	1,650 00	13,350 00	.....
3	R. B. Knight .....	.....	.....	.....	.....	8,828 56	.....	.....	.....
4	J. M. Stannard* .....	.....	.....	.....	.....	Informal.	.....	.....	.....
5	Samuel B. Grice.....	580 00	.....	195 40	270 00	6,246 40	.....	13,095 00	.....
6	James N. McAlpino .....	.....	.....	.....	.....	3,854 09	.....	.....	.....
7	Oakman & Eldridge.....	.....	.....	.....	.....	.....	905 00	.....	.....
8	Wilson N. Cannont.....	Informal.	.....	.....	.....	.....	.....	.....	.....
9	J. Bigler .....	.....	.....	.....	.....	.....	.....	8,275 00	.....
10	John Petty .....	.....	.....	.....	.....	4,481 50	.....	.....	.....
11	George Parris	295 00	302 72	.....	.....	.....	.....	.....	.....
12	Wm. C. Burroughs.....	350 00	.....	.....	.....	.....	.....	.....	.....
13	Lewis M. Beall & Bro... ..	352 50	266 75	175 86	180 00	.....	.....	.....	.....
14	Thomas E. Baxter .....	.....	.....	.....	.....	.....	.....	10,145 00	.....
15	Doughten & Wilson.....	.....	.....	.....	.....	.....	.....	9,460 50	.....
16	Grice & Christman.....	452 50	.....	.....	265 50	9,926 30	1,350 00	13,196 00	.....
17	Storer & Stephenson.....	\$6,275 00
18	A. J. Fitch.....	4,105 00
19	Samuel Grice.....	4,127 50
20	S. G. Bogert.....	4,040 00

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* Offers for part of class.

† Not guarantied.

Offers opened 22d June, 1853, in presence of Wm. B. SHUBRICK, P. C. JOHNSON, and J. H. REILY.

The following offers, being the lowest, are accepted, viz: No. 11, of G. Parris, for class 1; No. 13, of L. M. Beall & Bro., for classes 2, 3, and 4; No. 6, of J. N. McAlpine, for class 5; No. 7, of Oakman & Eldridge, for class 6; No. 9, of J. Bigler, for class 7, Philadelphia. No. 20, of S. G. Bogert, for ash plank, Washington. WM. B. SHUBRICK, Chief of Bureau.
JUNE 28, 1853.

No. 12.

Scale of offers to furnish timber, lumber, &c., at the navy yards at Gosport, and Pensacola, Florida, under advertisement of May 12, 1853. Offers received to June 20, deliveries to be made in full by December 30, 1854.

Part iii—37

	Bidders.	GOSPORT.							PENSACOLA.		
		Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 1.	Class 2.	Class 3.
		White oak timber.	White hickory butts and oar rafters.	Yellow pine plank stocks.	Elm plank.	White ash plank and boards.	Mahogany.	White pine plank and boards.	White oak plank.	Clear white pine.	Bl'k spruce spars.
1	Storer & Stephenson.....	\$18,988 80	\$2,037 50	\$17,094 60	\$1,850 00	\$1,440 00	\$1,705 00	\$12,692 00	.....	.....	.....
2	S. G. Bogert.....	13,143 00	1,174 00	14,660 00	1,900 00	840 00	1,650 00	8,428 00	.....	.....	.....
3	Boyle & Company.....	.....	.....	.....	1,375 00	.....	.....	.....	.....	.....	.....
4	Samuel B. Grice.....	24,493 00	.....	17,225 93	.....	1,440 00	.....	11,890 00	.....	.....	.....
5	Cornelius Kidder.....	15,018 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	A. J. Fitch.....	15,943 00	2,530 00	15,594 00	1,320 00	1,200 00	1,645 00	8,528 00	.....	.....	.....
7	F. A. Southmayd.....	.....	1,211 25	.....	.....	.....	.....	.....	.....	.....	.....
8	John Petty.....	13,129 10	.....	11,196 00	1,355 00	.....	.....	.....	.....	.....	.....
9	Jos. Temple.....	.....	.....	10,436 40	.....	.....	.....	.....	.....	.....	.....
10	J. Bigler.....	.....	.....	.....	.....	.....	.....	8,230 70	.....	.....	.....
11	J. N. McAlpine.....	.....	.....	10,955 30	.....	.....	.....	.....	.....	.....	.....
12	Grice & Christman.....	26,129 80	.....	24,920 76	.....	.....	.....	11,484 60	.....	.....	.....
13	Samuel Marsh.....	.....	.....	.....	1,640 00	960 00	.....	9,619 00	.....	.....	.....
14	John Tunis.....	.....	.....	.....	1,480 00	.....	.....	.....	.....	.....	.....
15	Do.....	.....	.....	.....	.....	840 00	1,650 00	8,408 00	.....	.....	.....
16	Storer & Stephenson.....	.....	.....	.....	.....	.....	.....	.....	\$6,720 00	\$2,520 00	\$1,900 00
17	S. G. Bogert.....	.....	.....	.....	.....	.....	.....	.....	4,480 00	1,680 00	800 00
18	A. J. Fitch.....	4,200 00	1,820 00	3,000 00
19	Chester P. Knapp.....	630 00
20	John Petty.....	7,000 00

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No. 12—Continued.

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Bidders.	GOSPORT.							PENSACOLA.		
	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 1.	Class 2.	Class 3.
	White oak timber.	White hickory butts and oar rafters.	Yellow pine plank stocks.	Elm plank.	White ash plank and boards.	Mahogany.	White pine plank and boards.	White oak plank.	Clear white pine.	B'lk spruce spars.
21 Jesse Pritchett.....	\$15,930 00	.....	.....
22 Oakman & Eldridge.....	\$780 00
23 Wm. H. Baker.....	3,920 00	.....	.....
24 Thomas Tatem*.....	Informal.	.....	.....

* Not guaranteed.

An offer was received from George W. Peete for deliveries at Gosport on the 24th June, after the expiration of the time limited.

Offers opened June 22, 1853, in presence of—

WM. B. SHUBRICK,
P. C. JOHNSON,
J. H. REILY.

The following offers, being the lowest, are accepted, viz: No. 8, of John Petty, for class No. 1; No. 2, of S. G. Bogert, for classes Nos. 2 and 5, (class No. 5 by lot;) No. 9, of Jas. Temple, for class No. 3; No. 6, of A. J. Fitch, for classes Nos. 4 and 6; No. 10, of J. Bigler, for class No. 7, Gosport. No. 23, of W. H. Baker, for class No. 1; No. 17, of S. G. Bogert, for class No. 2; No. 19, of C. P. Kuapp, for class No. 3, Pensacola.

WM. B. SHUBRICK, *Chief of Bureau.*

JUNE 23, 1853.

H. Dec. 1.

List of contracts under the cognizance of the Bureau of Construction, Equipment and Repair, made and received from November 2, 1852, to November 1, 1853: prepared in conformity with an act of Congress of April 21, 1808.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1852. Oct. 20	1852. Dec. 24	Harrison Loring.....	Steam-boilers, &c., for steamer John Hancock.....	\$14,000 00.....	Charlestown.
1852. Dec. 15	1853. Jan. 21	Harrison Loring.....	Altering boilers of John Hancock.....	5,000 00.....	Charlestown.
1852. Dec. 20	1853. Jan. 17	Ames & Green.....	2 6-horse steam engines, and 2 boilers for the same.....	1,200 00.....	Gosport.
1852. Dec. 23	1853. April 1	Murray & Hazlehurst.....	Altering boilers for steamer Princeton.....	18,500 00.....	Gosport.
1853. Jan. 29	1853. April 15	Andrew Mehaflay.....	Altering boilers for steamer Alleghany.....	18,000 00.....	Gosport.
1853. Feb. 21	1858. June 15	Grandison Spratt, (cancelled).	1,950 tons of American water-rotted, or Russia clean hemp— American water-rotted hemp..... Russia clean hemp.....	230 00 per ton.... 216 00 do.....	Memphis. Charlestown.
1853. March 15	1854. March 1	John Petty.....	1,370 cubic feet mast and spar timber.....	49 per cub. ft.	Washington.
1853. March 17	1854. March 1	H. G. Ramsay.....	4,691 do do do do.....	38 do.....	Pensacola.
1853. March 19	1854. March 1	J. N. McAlpine.....	6,440 do do do do..... 3,180 do do do do..... 4,110 do do do do..... 15,790 do do do do..... 2,740 do do do do.....	33 do..... 40 do..... 40 do..... 40 do..... 40 do.....	Gosport. Kittery. Charlestown. Brooklyn. Philadelphia.
1853. July 13	1854. June 30	Caleb Bonsal.....	50 tons American gray pig-iron, (2,240 pounds)..... 100 pounds spelter solder..... 50 pounds refined borax..... 4 sides heavy pump leather..... 20 crucibles, No. 50, American make..... 20 do No. 40 do..... 150 pounds white chalk..... 20 casks Washington lime..... 200 barrels tar.....	34 70 per ton.... 40 per pound. 50 do 7 00 per side. 3 00 each. 2 50 do 4 per pound. 1 25 per cask... 2 25 per barrel.	Washington. Gosport.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.	
1853. July 13	1854. June 30	C. Bonsal—Continued	150 barrels pitch.....	\$2 00 per barrel.	Gosport.	
			50 barrels soft turpentine, Virginia drip.....	3 50 do		
			10 barrels coal tar.....	2 00 do		
			25 barrels rosin.....	2 00 do		
			3,000 pounds best clean tallow, in barrels.....	10 per pound.		
			1,000 pounds best clean beeswax.....	25 do		
			3,000 pounds best spun cotton.....	13 do		
			100 hanks cod-line, fine.....	60 per hank.		
			100 hanks cod-line, stout.....	70 do		
			900 pounds brass, various sizes.....	37 per pound.		
July 13	June 30	Vickery & Griffith	10 dozen memorandum books.....	1 00 per dozen.		
			2 dozen expenditure books.....	24 00 do		
			1 dozen 3-quire receipt books.....	12 00 do		
			2 dozen 2-quire blank books.....	3 25 do		
			2 dozen 3-quire letter books.....	9 00 do		
			1 dozen 3-quire order books.....	12 00 do		
			2 reams blank monthly returns.....	25 per ream.		
			3 reams blank weekly returns.....	5 00 do		
			12 reams blank daily expenditures.....	25 do		
			8 dozen 1-pint bottles black ink.....	1 75 per dozen.		
			2 dozen ½-pint bottles red ink.....	1 00 do		
			3 dozen metal inkstands.....	3 00 do		
			3 dozen penknives, 4 blades.....	7 00 do		
			1 dozen ivory paper folders.....	5 00 do		
			20 reams foolscap paper.....	2 50 per ream.		
			5 reams letter paper.....	5 00 do		
			8 reams log paper.....	5 75 do		
			2 reams blotting paper.....	2 75 do		
			30 gross steel pens, with holders.....	75 per gross.		
			5,000 slate pencils.....	3 00 per 1,000.		

			1 dozen parallel rulers, 24 inches.....	13 50	per dozen.	
			2 dozen sand boxes.....	2 12 $\frac{1}{2}$	do	
			30 pounds black sand.....	20	per pound.	
			2 dozen double log slates.....	6 00	per dozen.	
			4 gross red tape.....	1 75	per gross.	
			15 pounds red wafers, (best).....	37 $\frac{1}{2}$	per pound.	
			20 pounds red sealing-wax, (best).....	62 $\frac{1}{2}$	do	
			6 dozen bolts silk taste.....	75	per dozen.	
			1 dozen Gunter's scales.....	4 00	do	
			1 dozen round rulers.....	3 50	per dozen.	
			1 dozen flat rulers.....	4 00	do	
July 14	June 30	Plume & Co.....	5,000 pounds best quality oakum.....	5.48 $\frac{1}{2}$	per lb...	Charlestown
July 14	June 30	John A. Higgins.....	1,500 pounds sheet lead, 4 pounds to foot.....	6	per pound..	Gosport.
			1,500...do...do...3...do.....	6	do	
			5,000...do...do...5...do.....	6	do	
			2,000...do...do...6...do.....	6	do	
			2,000...do...do...8...do.....	6	do	
			200 feet 2-inch drawn lead pipe.....	36	per foot.	
			200 feet 1 $\frac{1}{2}$ -inch.....do.....	30	do	
			200 feet 1-inch.....do.....	18	do	
			200 feet $\frac{3}{4}$ -inch.....do.....	15	do	
			100 feet $\frac{1}{2}$ -inch.....do.....	10	do	
			3,000 pounds pig block tin.....	27	per pound.	
			1,000 pounds pig zinc.....	6	do	
			1,000 pounds sheet zinc.....	8	do	
			36 boxes single tin.....	9 00	per box.	
			20 boxes XX tin.....	11 00	do	
			5 boxes XXX tin, 14 by 20 inches.....	13 00	do	
July 14	June 30	Edward P. Tabb & Co.....	2 dozen carpenters' adzes.....	10 00	per dozen.	
			2 dozen coopers' axes.....	10 00	do	
			6 dozen brad-awls.....	30	do	
			10 dozen wire awls.....	30	do	
			20 dozen clamp brushes.....	2 50	do	
			20 dozen hand-scrubbing brushes.....	1 50	do	
			3 dozen camels'-hair brushes.....	50	do	
			12 dozen short-handle tar brushes.....	2 50	do	
			2 dozen dusting brushes.....	3 00	do	
			6 dozen paint brushes, fine ground.....	8 00	do	
			6 dozen paint brushes, coarse ground.....	6 00	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 14	1854. June 30	Edward P. Tabb & Co.....	10 dozen sash-tool brushes 20 dozen hickory brooms 50 dozen corn brooms 2 dozen iron braces and bits..... 1 dozen bung borers..... 1 dozen tap borers..... 200 Bath bricks 2 dozen patent balances, (to weigh 500 lbs.) 50 pounds borax..... 2 dozen butchers' cleavers 3 dozen carpenters' compasses 2 dozen smiths' callipers..... 3 dozen firmer chisels, assorted..... 2 dozen socket chisels..... 1 dozen silver calls..... 1 dozen coopers' compasses..... 2 dozen spring compasses 3 dozen coopers' crow's 50 pounds crocus martis 15 dozen glass chimneys, for lamps 2 dozen table catches 2 sets dies 2 dozen iron dividers 4 dozen 10-inch half-round bastard files 4 dozen 14-inch.....do.....do..... 2 dozen 8-inch fine flat files 2 dozen 10-inch.....do..... 2 dozen 11-inch.....do..... 3 dozen 8-inch fine half-round files 2 dozen 10-inch.....do.....	\$1 50 per dozen.. 2 00 do 2 50 do 24 00 do 5 00 do 5 00 do 3 each. 24 00 per dozen. 25 per pound. 9 00 per dozen. 2 00 do 5 00 do 3 00 do 4 00 do 25 00 do 6 00 do 5 00 do 5 00 do 10 per pound. 1 50 per dozen. 1 00 do 3 00 per set. 1 00 per dozen. 2 50 do 5 50 do 2 00 do 2 75 do 3 00 do 2 00 do 2 75 do	Gosport.

3 dozen 12-inch.....do.....	4 50	do
15 dozen nail gimlets, assorted.....	75	do
10 dozen spike gimlets	1 50	do
2 dozen carpenters' gauges.....	1 00	do
12 dozen grates, for drying stoves.....	2 00	do
6 dozen saddlers' hammers.....	3 00	do
100 pairs 2-inch brass-butt hinges	15 00	pr. 100 pairs.
200 pairs 1½-inch.....do.....	15 00	do
10 dozen flat brass hooks and eyes	35	per dozen.
15..do..brass clothes' hooks.....	75	do
20..do..brass flush-rings	80	do
3..do..pallet knives	2 00	do
2..do..putty knives	2 00	do
4..do..shoemakers' knives	1 00	do
3..do..butchers' knives.....	2 00	do
2..do..sail knives	1 00	do
5..do..fishing lines, 40 fathoms long.....	1 00	do
2 turning lathes	20 00	each.
5 dozen hand-lead lines, 60 fathoms long.....	30 00	per dozen.
20..do..log-lines, 1 inch, 60 fathoms long	10 00	do
1..do..coasting lines, 1 inch, 100 fathoms long	50 00	do
2..do..hand-leads	10 00	do
1..do..mortice locks, mineral knobs.....	8 00	do
2..do..iron closet-locks	2 00	do
2..do..iron closet locks, larger	3 00	do
2..do..iron drawer-locks	1 00	do
20..do..iron padlocks, keys to differ	1 50	do
2..do..brass.....do.....	5 00	do
10..do..brass screw-hooks	30	do
4..do..iron latches	3 00	do
10..do..life-preservers.....	30 00	do
10..do..pitch-mops	3 00	do
500 pounds 4-penny iron-cut nails.....	4	per pound.
1,000 pounds 6-penny.....do.....	5	do
1,500 pounds 8 penny.....do.....	5	do
2,000 pounds 10-penny.....do.....	5	do
1,500 pounds 12-penny.....do.....	4	do
900 pounds 20-penny.....do.....	4	do
500 pounds 30-penny.....do.....	4	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 14	1854. June 30	Edward P. Tabb & Co.....	200 pounds 4-penny copper-cut nails..... 500 pounds 8-penny do..... 1,000 pounds 10-penny ... do..... 200 pounds 20-penny do..... 800 pounds 40-penny do..... 400 pounds 6-penny iron-wrought nails..... 500 pounds 8-penny..... do..... 600 pounds 10-penny..... do..... 150 pounds 1½-inch iron finishing nails..... 100 pounds 1-inch..... do..... 90 pounds ¾-inch..... do..... 80 pounds ½-inch..... do..... 10 dozen roping palms..... 10 dozen seaming palms..... 2 dozen sail prickers..... 2 dozen pincers..... 1 dozen pliers..... 2 dozen smoothing planes..... 4 dozen jack planes..... 6 dozen wood hand-pumps..... 2 dozen sail rubbers..... 1 dozen steelyards..... 1 dozen bread sieves..... 3 dozen shovels..... 2 dozen spades..... 1 dozen cross-cut saws, framed..... 2 dozen wood saws..... 1 dozen panel saws..... 2 dozen compass saws..... 1 dozen key-hole and pad saws.....	\$0 35 per pound. 47 do 48 do 30 do 30 do 10 do 10 do 8 do 10 do 10 do 8 do 8 do 7 00 per dozen. 7 00 do 3 00 do 2 00 do 3 00 do 9 00 do 9 00 do 6 00 do 3 00 do 12 00 do 7 00 do 6 00 do 8 00 do 24 00 do 10 00 do 15 00 do 4 00 do 5 00 do	Gosport.

1 dozen hack saws.....	4 00	do
1 dozen clamp screws.....	6 00	do
2 dozen spoke shaves.....	5 00	do
2 dozen trying squares.....	3 00	do
2 dozen iron....do.....	1 00	do
1 dozen saw-sets.....	2 00	do
1 dozen large screw plates and taps.....	8 00	do
1 dozen small.....do.....do.....	5 00	do
2 dozen tinner's shears.....	5 00	do
2 dozen hand....do.....	6 00	do
30 pounds salmuniac.....	14	per pound.
10 gross 3-inch iron screws.....	50	per gross.
10 gross 2½-inch...do.....	50	do
25 gross 1½-inch...do.....	70	do
80 gross 1-inch...do.....	50	do
20 gross ¾-inch...do.....	20	do
5 gross 3-inch brass screws.....	6 00	do
10 gross 2½-inch...do.....	2 50	do
10 gross 1¾-inch...do.....	2 00	do
10 gross 1-inch...do.....	1 00	do
1,000 pounds 5-inch cut-iron spikes.....	4	per pound.
500 iron welded thimbles.....	5 00	per 100.
20,000 16-ounce iron-cut tacks.....	12	per 1,000.
100,000 6-ounce...do...do.....	6	do
100,000 4-ounce...do...do.....	5	do
100,000 16-ounce iron pump tacks.....	12	do
20,000 1-inch copper-cut tacks.....	40	do
100,000 ¾-inch...do...do.....	50	do
50,000 ½-inch...do...do.....	50	do
1 dozen screw wrenches, assorted.....	24 00	per dozen.
2 dozen large tin scales, with sets of weights.....	18 00	do
1 dozen small tin scales.....	18 00	do
1 dozen flat....do.....	8 00	do
1 dozen set zinc weights, from 1 ounce to 1 pound.....	9 00	do
1 dozen set iron weights, from 4 to 28 pounds.....	10 00	do
30 pounds brass wire, No. 0.....	35	per pound.
30 pounds....do....No. 1.....	35	do
20 pounds....do....No. 2.....	35	do
30 pounds....do....No. 4.....	35	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 14	1854. June 30	E. P. Tabb & Co.—Continued.	30 pounds brass wire, No. 5..... 30 pounds.....do.....No. 6..... 10 pounds.....do.....No. 9..... 10 pounds.....do.....No. 17..... 10 pounds.....do.....No. 20..... 10 pounds.....do.....No. 22..... 20 pounds copper wire, No. 0..... 20 pounds.....do.....No. 1..... 20 pounds.....do.....No. 2..... 10 pounds.....do.....No. 3..... 10 pounds.....do.....No. 17..... 20 pounds.....do.....No. 20..... 15 pounds iron wire...No. 4..... 20 pounds.....do.....No. 6..... 20 pounds.....do.....No. 8..... 25 pounds.....do.....No. 11..... 25 pounds.....do.....No. 14..... 25 pounds.....do.....No. 15..... 10 pounds.....do.....No. 19..... 10 pounds.....do.....No. 20..... 10 pounds.....do.....No. 22..... 50 pounds steel wire...No. 10..... 1 dozen copper tea kettles..... 6 dozen iron.....do..... 2 dozen fish kettles..... 6 dozen bake pans..... 2 dozen gridirons..... 1 dozen waffle irons..... 50 gross lampwick, wove..... 150 pounds lampwick, spun.....	\$0 35 per pound. 35 do 35 do 35 do 35 do 35 do 47 do 47 do 47 do 47 do 47 do 47 do 10 do 10 do 10 do 10 do 10 do 10 do 10 do 10 do 10 do 10 do 10 do 35 do 12 00 per dozen. 6 00 do 15 00 do 7 00 do 8 00 do 6 00 do 50 gross. 20 per pound.	Gosport.

July 14	June 30	Kennedy & Hill	5 dozen composition bibb-cocks	10 00	per dozen.	
			2 dozen large size stone China bowls for water closets	12 00	do	
			1,000 feet best double thick crown glass, 14 by 16 inches	14	per foot.	
			500 feet best double thick crown glass, 14 by 18 inches	14	do	
			500 feet best double thick crown glass, 16 by 24 inches	14	do	
			4,000 pounds white lead, in oil, 25-pound kegs	8	per pound.	Pensacola.
			1,000 pounds red lead, dry	8 $\frac{1}{4}$	do	
			100 pounds black lead, dry	6	do	
			200 pounds zinc paint	8 $\frac{1}{2}$	do	
			500 pounds green paint, in oil	10	do	
			200 gallons spirits turpentine	60	per gallon.	
			10 gallons Japan varnish	1 50	do	
			10 gallons copal varnish	2 40	do	
			400 gallons linseed oil	72	do	
			1 gallon muriatic acid	1 80	do	
			20 gallons sal ammoniac	16	do	
			297,500 pounds tank iron, different sizes	6 $\frac{1}{2}$	per pound.	Washington
1853.	1853.	B. H. Ellicott	100 memorandum books, large	10	each.	Charlestown.
July 15	Sept. 30		100 do small	12	do	
1853.	1854.		20 blank books, 2 quires	50	do	
July 15	June 30	McKim & Cutter	20 do 3 quires	50	do	
			10 order books, 4 quires	80	do	
			10 letter books, 4 quires	90	do	
			10 day books, 6 quires	1 50	do	
			10 requisition books, 4 quires	2 75	do	
			50 pieces India rubber	2	per piece.	
			120 $\frac{1}{2}$ -pint bottles black ink	10	per bottle.	
			24 do red ink	15	do	
			50 inkstands	15	each.	
			5 inkstandishes	2 50	do	
			24 penknives	62 $\frac{1}{2}$	do	
			10 reams log paper	4 25	per ream.	
			20 reams foolscap paper	4 00	do	
			20 reams letter do	4 00	do	
			20 reams envelope do	2 50	do	
			10 reams blotting do	2 00	do	
			500 large envelopes	35	per 100.	
			500 small do	18	do	

72.....do	10	do
24 ivory paper folders	16	do
6 dozen pint bottles black ink	1 00	per dozen.
12 dozen $\frac{1}{2}$ -pint.....do.....	44	do
1 dozen $\frac{1}{2}$ -pint bottles carmine ink	25	do
3 dozen penknives	7 44	do
$\frac{1}{2}$ dozen desk knives.....	1 88	do
$\frac{1}{2}$ dozen erasure knives.....	1 83	do
6 cases drawing instruments	1 25	per case.
3 dozen papers ink powders.....	25	per dozen.
6 dozen metal inkstands	1 50	do
6 dozen pieces India rubber.....	25	do
25 reams cap paper.....	3 50	per ream.
6 reams cap regulation paper.....	50	do
25 reams letter paper.....	3 50	do
8 reams buff envelope paper	3 50	do
3 reams thick blotting..do.....	3 50	do
2 reams log paper	50	do
24 sheets elephant drawing paper.....	8	per sheet.
24 sheets double elephant drawing paper.....	10	do
24 sheets double elephant best French tracing paper	12 $\frac{1}{2}$	do
2,000 slate pencils, white Rutland.....	10	per 100.
6 gross Faber's best lead pencils, Nos. 2 and 3	5 00	per gross.
1 dozen drawing pencils	95	do
1.....do.....pins.....	10	do
1.....do.....pens.....	10	do
4 boxes water colors and pencils, complete.....	1 00	per box.
20 gross Gillott's eagle pens	25	per gross.
2 gross steel pens.....	2 00	do
12 dozen penholders, assorted	50	per dozen.
12 ivory pounce boxes, with pounce	2	each.
5,000 quills, best No. 80.....	2 00	per 1,000.
24 wafer seals	10	each.
6 dozen $\frac{1}{4}$ -pint papers black sand	12	per dozen.
2 dozen hard wood sand boxes.....	1 20	do
6 slates.....	10	each.
24 double log slates	1 00	do
3 gross red tape.....	1 80	per gross.
1 dozen rolling rulers	1 50	per dozen.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 16	1854. June 30	McSpeden & Baker—Cont'd..	1 dozen parallel rulers, 24 inches, ebony.....	\$3 00 per dozen..	Brooklyn.
			1 dozen Gunter's scales.....	1 50 do	
			3 dozen rolls silk taste.....	50 do	
			10 pounds best scarlet wafers.....	49 per pound.	
			10 pounds best American sealing wax.....	49 per pound.	
July 16	June 30	T. E. Baxter.....	4 rolls of 6-pound lead.....	15 00 per roll...	Philadelphia.
			4 rolls of 8-pound lead.....	18 00 do	
			2,400 pounds sheet zinc.....	13 per pound.	
			800 pounds black tin.....	38 do	
July 17	June 30	George Crosby.....	200 cords (of 128 cubic feet) young-growth hickory wood....	7 00 per cord ..	Brooklyn.
			200 cords (of 128 cubic feet) young-growth oak wood.....	5 00 do	
July 18	June 30	B. F. Wilson.....	50 feet 7 by 9 inches Redford crown glass.....	9 per foot.	
			100 feet 8 by 10 inches..... do.....	10 do	
			200 feet 9 by 9 inches..... do.....	10 do	
			100 feet 10 by 12 inches..... do.....	12 do	
			100 feet 10 by 14 inches..... do.....	15 do	
			50 feet 11 by 15 inches..... do.....	25 do	
			50 feet 11 by 17 inches..... do.....	26 do	
			50 feet 12 by 12 inches..... do.....	20 do	
			50 feet 12 by 16 inches..... do.....	25 do	
			50 feet 12 by 18 inches..... do.....	25 do	
			50 feet 14 by 20 inches..... do.....	28 do	
			100 feet 16 by 22 inches..... do.....	30 do	
			24 lights plate glass, 5½ by 4 inches.....	21 per light.	
			12 patent deck-lights, 3½ by 10 inches.....	1 00 do	
			50 glass globe lanterns, complete.....	1 00 each.	
			27 lights plate glass, for steamers' lanterns.....	50 per light.	
			9 lights red glass..... do.....	75 do	
			9 lights green glass..... do.....	75 do	
			12 circular lens.....	50 each.	

			150 sides—say 900 pounds best quality bellows leather	16	per pound.	Geoport
			200 hides—say 4,000 pounds best quality rigging leather	13½	do	
			10 sides harness leather.....	5 50	per side.	
			10 sides bridle leather.....	4 00	do	
			150 feet suction hose, (leather).....	2 50	per foot.	
			300 feet leading hose, (leather).....	60	do	
			100 yards green baize.....	65	per yard.	
			500 yards bleached muslin, ¾ yard wide.....	10	do	
			50 pounds shoe thread.....	50	per pound.	
			100 pounds thrumbs, (fine and long).....	10	do	
July 18	June 30	Southard, Hubbard & Co.....	500 gallons pure winter-strained sperm oil.....	1 30	per gallon.	Charlestown.
			6,000 pounds best quality pure sperm candles.....	27	per pound.	
			1,000 gallons best quality winter-strained sperm oil.....	1 32	per gallon.	Pensacola.
			2,000 pounds best quality sperm candles, (6 to pound).....	30	per pound.	
July 19	June 30	Horton, Hall & Co.....	1 dozen broad axes, handled.....	12 00	per dozen..	Charlestown.
			2 dozen narrow axes, handled.....	12 00	do	
			1 dozen carpenters' adzes, handled.....	24 00	do	
			1 dozen hollow adzes.....	6 00	do	
			1 dozen coopers' adzes.....	18 00	do	
			50 brad awls, assorted.....	4	each.	
			50 shoe awls, assorted.....	4	do	
			6 dozen patent augurs, with handles.....	1 00	per dozen.	
			6 braces and bits, (48 bits).....	4 00	each.	
			1 dozen coopers' axes, handled.....	6 00	per dozen.	
			6 iron braces and bits, (20 bits).....	2 00	each.	
			4 dozen 4-inch brass flush bolts.....	1 00	per dozen.	
			10 dozen brass buttons on plates.....	1 00	do	
			6 steel-tongued bevils.....	75	each.	
			6 tap borers.....	25	do	
			4 bung borers.....	50	do	
			6 Dearborn's patent balances, (to weigh 50 pounds).....	1 50	each.	
			6 spring balances.....	2 00	do	
			100,000 brads, ¼ to 1½ inch.....	12	per 1,000.	
			50,000 Randal's patent brads, ¼ to 2 inches.....	20	do	
			200 pounds sheet brass, assorted.....	15	per pound.	
			100 pounds copper burrs.....	15	do	
			1 dozen carpenters' compasses.....	3 00	per dozen.	
			1 dozen smiths' callipers.....	5 00	do	
			6 coopers' callipers.....	75	each.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 19	1854. June 30	Horton, Hall & Co—Cont'd..	6 large butchers' cleavers..... 24 brass cocks, $\frac{3}{4}$ to 1 $\frac{1}{4}$ inch diameter..... 4 mast callipers..... 6 dozen firmer chisels, $\frac{1}{4}$ to 2 inches, handled..... 6 dozen socket chisels, $\frac{3}{4}$ to 2 inches, handled..... 6 coopers' crows..... 6 glaziers' diamonds..... 12 brass dividers..... 4 ratchet drills..... 24 dozen brass escutcheons..... 50 pounds emery, fine, meal and flour..... 2 dozen 4-inch hand-saw files..... 3 dozen 6-inch.....do..... 2 dozen 7-inch.....do..... 2 dozen whip-saw files..... 2 dozen rat-tail files..... 2 dozen 8-inch flat and half-round files, fine cut..... 2 dozen 10-inch.....do.....do..... 2 dozen 12-inch.....do.....do..... 2 dozen 14-inch.....do.....do..... 2 dozen 8-inch.....do.....bastard cut..... 2 dozen 10-inch.....do.....do..... 2 dozen 12-inch.....do.....do..... 2 dozen 14-inch.....do.....do..... 6 small butchers' cleavers..... 6 diaphragm filters..... 4 dozen firmer gouges, handled, $\frac{1}{4}$ to 2 inches..... 4 dozen socket gouges, handled, $\frac{3}{4}$ to 2 inches..... 6 dozen nail gimlets..... 4 dozen spike gimlets.....	\$7 50 each..... 50 do..... 75 do..... 3 75 per dozen..... 5 50 do..... 75 each..... 4 50 do..... 25 do..... 5 00 do..... 10 per dozen..... 10 per pound..... 83 per dozen..... 1 00 do..... 1 00 do..... 2 50 do..... 4 00 do..... 2 00 do..... 2 00 do..... 2 00 do..... 2 00 do..... 1 63 do..... 1 44 do..... 1 38 do..... 1 75 do..... 1 25 each..... 5 00 do..... 4 50 per dozen..... 2 00 do..... 33 do..... 50 do.....	Charlestown.

1 dozen carpenters' gauges.....	1 50	do
1 dozen gridirons.....	12 00	do
1 dozen griddles.....	12 00	do
50 gross metallic grommets, assorted.....	2 75	per gross.
6 dozen brass hooks and eyes for furniture.....	3 00	per dozen.
6 dozen cabin-door hooks, 4 and 6-inch.....	75	do
3 dozen hatchets.....	7 50	do
4 dozen claw hammers.....	7 50	do
1 dozen riveting hammers.....	2 00	do
1 dozen wrench hammers.....	6 00	do
3 dozen brass hinges, 4½ by 3½ inches.....	12 50	do
3 dozen.....do.....4 by 3½ inches.....	10 25	do
3 dozen.....do.....3 by 3 inches.....	2 00	do
4 dozen.....do.....2½ by 2 inches.....	3 00	do
4 dozen.....do.....2 by 2 inches.....	2 25	do
4 dozen brass secretary hinges and springs.....	12 25	do
2 dozen iron butt-hinges, 4 by 4.....	1 62	do
2 dozen.....do.....3 by 3.....	1 12	do
10,000 tenter hooks.....	25	per 1,000.
6 waffle irons.....	75	each.
6 marking irons.....	25	do
6 beek irons.....	7 00	do
3 coopers' long jointers.....	1 50	do
3 coopers' short jointers.....	1 50	do
12 copper tea kettles.....	6 00	do
12 iron tea kettles.....	1 25	do
12 fish kettles.....	2 75	do
6 pitch kettles.....	2 00	do
6 glue kettles.....	33	do
6 gross blank keys.....	6 12	per gross.
1 dozen shoe knives.....	1 00	per dozen.
1 dozen drawing knives.....	5 50	do
1 dozen pallet knives.....	2 25	do
½ dozen putty knives.....	2 24	do
4 hollowing knives.....	25	each.
3 rounding knives.....	1 00	do
6 sail knives.....	25	do
6 butcher knives.....	50	do
6 cheese knives.....	50	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 19	1854. June 30	Horton, Hall & Co.—Cont'd..	2 patent leads 2 patent lugs 6 iron ladles 12 dozen iron cupboard locks, 4-inch 12 dozen brass do 12 dozen brass sideboard locks, 4-inch 12 dozen brass padlocks, 3-inch 6 dozen brass drawer locks, 2½-inch 6 dozen iron do 6 dozen iron chest locks, 4-inch 2 dozen globe lanterns 200 pounds Rabbitt's metal 50 papers sewing needles 200 seaming needles 200 sail needles 1,000 pounds iron cut-nails, assorted 1,000 pounds wrought nails, assorted 1,000 pounds copper nails, assorted 50,000 scupper nails 50,000 clout nails 6 iron pots 12 fry pans 12 bake pans 12 stew pans 6 pliers 6 pincers 1 ream sand paper 1 ream emery paper 24 sail prickers 12 smoothing planes	\$2 50 each 25 00 do 33 do 3 50 per dozen 1 25 do 1 25 do 5 00 do 1 50 do 3 50 do 4 00 do 6 75 do 48 per pound 4 per paper 4 each 1 do 5 per pound 6 do 20 do 25 per 1,000 17 do 2 00 each 25 do 25 do 1 08 do 25 do 30 do 4 50 per ream 2 75 do 6 each 1 25 do	Charlestown.

12 grooving planes	1 00	do
12 rabbit planes.....	25	do
12 jack planes.....	1 25	do
6 long-jointer planes.....	1 50	do
12 dozen iron padlocks, 3-inch.....	3 12	per dozen.
6 plough planes.....	5 00	each.
6 moulding planes.....	62	do
1,000 pounds lead pipe, $\frac{1}{4}$ to 2-inch	8 $\frac{1}{2}$	per pound.
1,000 pounds 4-pound sheet lead.....	8 $\frac{1}{2}$	do
1,000 pounds 6-pound sheet lead.....	3 $\frac{1}{2}$	do
1,000 pounds 10-pound sheet lead.....	8 $\frac{1}{2}$	do
50 pounds copper boat rivets	45	do
50 pounds hose rivets.....	60	do
300 pounds iron rivets, assorted.....	10	do
3 gauging rods.....	1 50	each.
6 dozen cast-steel shovels	8 00	per dozen.
4 dozen cast-steel coal shovels.....	6 00	do
2 dozen cast-steel spades	6 00	do
8 dozen cast-steel scrapers	4 00	do
1,000 pounds iron spikes, assorted.....	6	per pound.
20 pounds brass solder.....	37	do
20 pounds spelter solder	37	do
6 boxes XX tin plate	13 50	per box.
6 boxes S. D. XX tin plate.....	15 50	do
6 bread shovels	62	each.
6 sets shovels and tongs	1 25	per set.
6 sets tin scales.....	4 50	do
4 trying squares.....	50	each.
4 brass squares	1 00	do
6 wood saws.....	1 00	do
6 sash saws	1 00	do
6 panel saws	1 25	do
6 compass saws.....	25	do
6 tenon saws.....	1 25	do
6 dovetail saws	1 00	do
6 cross-cut saws.....	1 00	do
6 pit saws.....	1 00	do
6 key-hole saws.....	10	do
6 pad saws.....	42	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 19	1854. June 30	Horton, Hall & Co—Cont'd..	24 hand saws..... 2 iron safes..... 24 mortice door-locks, mineral knobs..... 200 pounds cast-steel, assorted..... 300 pounds small chain, assorted..... 12 tinder-boxes, steel..... 10 gross $\frac{3}{8}$ -inch iron screws, assorted Nos..... 10 gross $\frac{1}{2}$ -inch.....do.....do..... 10 gross 1-inch.....do.....do..... 10 gross 1 $\frac{1}{4}$ -inch.....do.....do..... 10 gross 1 $\frac{1}{2}$ -inch.....do.....do..... 10 gross 1 $\frac{3}{4}$ -inch.....do.....do..... 10 gross 2-inch.....do.....do..... 10 gross 2 $\frac{1}{4}$ -inch.....do.....do..... 10 gross 2 $\frac{1}{2}$ -inch.....do.....do..... 10 gross 3-inch.....do.....do..... 10 gross 3 $\frac{1}{2}$ -inch.....do.....do..... 5 gross $\frac{3}{8}$ -inch brass screws.....do..... 5 gross $\frac{1}{2}$ -inch.....do.....do..... 5 gross 1-inch.....do.....do..... 5 gross 1 $\frac{1}{4}$ -inch.....do.....do..... 5 gross 1 $\frac{1}{2}$ -inch.....do.....do..... 5 gross 2-inch.....do.....do..... 5 gross 2 $\frac{1}{4}$ -inch.....do.....do..... 5 gross 3-inch.....do.....do..... 100,000 copper tacks, $\frac{1}{4}$ to $\frac{1}{2}$ -inch..... 100,000 iron tacks, $\frac{1}{4}$ to $\frac{1}{2}$ -inch..... 100,000 tinned tacks, $\frac{1}{4}$ -inch..... 1,500 pounds banca tin.....	\$0 50 each..... 35 00 do..... 1 75 do..... 5 per pound..... 15 do..... 33 each..... 25 per gross..... 28 do..... 34 do..... 38 do..... 56 do..... 58 do..... 65 do..... 87 do..... 1 10 do..... 1 25 do..... 1 50 do..... 1 92 do..... 71 do..... 75 do..... 1 00 do..... 1 54 do..... 1 92 do..... 2 83 do..... 3 33 do..... 4 52 do..... 35 per 1,000..... 8 do..... 8 do..... 30 per pound.....	Charlestown.

4 screw-plates and taps, large.....	2 75	each.
4.....do.....do.....small.....	2 75	do
4 large bench vices.....	6 00	do
2 small.....do.....	1 25	do
4 hand vices.....	63	do
3 coopers' vices.....	25	do
6 sets iron weights, 1 to 4 pounds.....	40	per set.
4.....do.....do.....4 to 28 pounds.....	50	do
6 sets zinc weights, 1 ounce to 1 pound.....	75	do
300 pounds brass wire, assorted.....	15	per pound.
200 pounds iron wire.....do.....	10	do
150 pounds steel wire.....do.....	10	do
100 pounds copper wire.....do.....	15	do
500 pounds pig zinc.....	6½	do
500 pounds sheet zinc.....	11	do
5 dozen hickory brooms.....	2 00	per dozen.
5 dozen corn brooms.....	2 50	do
5 dozen whitewash brushes.....	12 00	do
5 dozen paint brushes.....	3 00	do
2 dozen sash-tool brushes.....	75	do
5 dozen camels'-hair brushes.....	25	do
5 dozen scrubbing brushes.....	1 50	do
2 dozen short-handled tar brushes.....	30	do
2 dozen long-handled tar brushes.....	40	do
1 dozen dusting brushes.....	1 50	do
1 dozen varnish brushes.....	2 00	do
3 dozen rolls worsted binding.....	1 25	do
20 pieces blue bunting, 40 yards long, 18 inches wide.....	4 00	per piece.
10.....do.....do.....40.....do.....9.....do.....	1 25	do
20 pieces scarlet bunting, 40.....do.....18.....do.....	6 50	do
10.....do.....do.....40.....do.....9.....do.....	3 75	do
20 pieces white bunting..40.....do.....18.....do.....	6 00	do
10.....do.....do.....40.....do.....9.....do.....	3 25	do
5 pieces yellow bunting..40.....do.....18.....do.....	1 00	do
5 pieces green bunting..40.....do.....18.....do.....	1 00	do
500 pounds cotton batting.....	5	per pound.
10 earthen bowls, for water-closets.....	3 00	each.
10 silver calls.....	4 00	do
60 yards muslin, ¾ wide.....	8	per yard.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 19	1854. June 30	Horton, Hall & Co.—Cont'd..	100 pounds China glue..... 4 sets truss hoops..... 10,000 pounds ox hides, for rope..... 200 feet 2½-inch leather hose..... 72 feet 2-inch suction hose..... 72 feet 3-inch.....do..... 1,800 pounds rigging leather..... 1,000 pounds pump.....do..... 350 pounds bellows.....do..... 200 pounds hose.....do..... 50 pounds lamp-wick, yarn..... 50 gross lamp-wick, wove..... 25 life-preservers..... 50 pounds curled hair..... 4 tape-lines, 100 feet each..... 10 barrels lime..... 20 pounds black lead..... 20 patent lights..... 24 clear glass bull-eyes, 12 inches diameter..... 24 clear glass bull-eyes, 10.....do..... 40 gallons tar oil..... 40 gallons whale oil..... 4 dozen mounted palms, roping..... 4 dozen.....do.....seaming..... 50 pounds potash..... 5 oilstones..... 5 grindstones, to weigh 500 pounds..... 3 paint stones and mullers..... 500 pounds No. 1 extra soap..... 100 pounds Castile soap.....	\$0 05 per pound. 1 00 per set. 6½ per pound. 60 per foot. 1 50 do 50 do 20 per pound. 5 do 40 do 10 do 10 do 25 per gross. 2 25 each. 44 per pound. 1 50 each. 1 00 per barrel. 8 per pound. 83 each. 6 00 do 1 00 do 50 per gallon. 75 do 7 00 per dozen. 7 00 do 4 per pound. 15 each. 1½ per pound. 1 50 each. 6½ per pound. 6 do	Charlestown

20 pounds shoe thread.....	45	do
50 pounds thread, blue, white, and red.....	62	do
300 pounds sewing twine (flax).....	30	do
200 pounds..... do..... (cotton).....	25	do
50 pounds whipping twine.....	37	do
500 pounds tallow.....	10	do
100 dozen Russia mats.....	1 50	per dozen.
500 barrels Suffolk tar.....	2 75	per barrel.
25 barrels rosin.....	1 50	do
50 barrels pitch.....	2 00	do
10 barrels turpentine.....	4 00	do
200 pounds yellow beeswax.....	40	per pound.
50 pounds mop yarn.....	10	do
500 sheets mica.....	10	per sheet.
20 yards cotton velvet.....	50	per yard.
10 barrels coal tar.....	2 00	per barrel.
10,000 pounds pure dry lead, white.....	7 $\frac{1}{2}$	per pound.
4,000 pounds lampblack.....	1	do
4,000 pounds whiting.....	$\frac{1}{2}$	do
2,000 pounds Paris white.....	1	do
2,000 pounds dry lead, red.....	7	do
1,000 pounds litharge.....	5	do
25 pounds Chinese vermilion.....	1 50	do
100 pounds chrome green.....	20	do
20 pounds ultra marine blue.....	18	do
100 pounds gum shellac.....	15	do
30 gallons copal varnish.....	1 50	per gallon.
10 gallons coach varnish.....	2 75	do
800 gallons raw Dutch linseed oil.....	70	do
400 gallons spirits turpentine.....	45	do
30 gallons alcohol.....	75	do
25 pounds Chinese blue.....	25	per pound.
10 pounds chrome yellow.....	20	do
500 lights, 7 by 9, double thick Redford glass.....	3	per light.
600 lights, 8 by 10..... do.....	6	do
600 lights, 10 by 12..... do.....	12	do
300 lights, 12 by 15..... do.....	15	do
300 lights, 10 by 20..... do.....	15	do
200 lights, 14 by 26..... do.....	30	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 19	-1854. June 30	Horton, Hall & Co—Cont'd...	300 lights, 16 by 20, double thick Redford glass.....	\$0 18 per light...	Charlestown.
			200 lights, 10 by 12, treble thick German glass.....	20 do	
			100 lights, 18 by 24, double thick Redford glass.....	40 do	
July 20	June 30	William Mason & Son.....	150 bolts No. 4 cotton canvas.....	7 22 per bolt.	
			25 bolts No. 9.....do.....	5 32 do	
			25 bolts No. 10.....do.....	4 94 do	
			150 bolts hammock stuff.....	25 00 do	
			100 bolts bag stuff.....	14 25 do	
			10 bolts No. 1 cotton canvas.....	8 55 do.....	Brooklyn.
			10 bolts No. 2.....do.....	7 98 do	
			10 bolts No. 3.....do.....	7 60 do	
			25 bolts No. 4.....do.....	7 22 do	
			100 bolts No. 5.....do.....	6 84 do	
			130 bolts No. 6.....do.....	6 46 do	
			50 bolts No. 7.....do.....	6 08 do	
			30 bolts No. 8.....do.....	5 70 do	
			20 bolts No. 9.....do.....	5 32 do	
			30 bolts No. 10.....do.....	4 94 do	
			150 bolts hammock stuff.....	23 00 do	
			5 bolts bag stuff.....	14 25 do	
			50 bolts cot stuff, to weigh 60 pounds per bolt.....	11 40 do	
			4 bolts No. 1 cotton canvas.....	12 00 do.....	Philadelphia.
			10 bolts No. 2.....do.....	10 00 do	
			75 bolts No. 4.....do.....	9 00 do	
			36 bolts No. 5.....do.....	6 64 do	
			42 bolts No. 6.....do.....	6 46 do	
			16 bolts No. 8.....do.....	5 70 do	
			12 bolts No. 9.....do.....	5 32 do	
			30 bolts No. 2.....do.....	7 98 do.....	Gosport.
			100 bolts No. 3.....do.....	7 60 do	

July 20 June 30

Storer & Stephenson.....

150 bolts No. 4.....do	7 22	do	
80 bolts No. 5.....do	6 84	do	
50 bolts No. 6.....do	6 46	do	
50 bolts No. 7.....do	6 08	do	
50 bolts No. 8.....do	5 70	do	
30 bolts hammock canvas.....	25 50	do	
100 bolts bag canvas.....	14 25	do	
30 bolts duck.....	14 25	do	
20 bolts No. 3 cotton canvas.....	8 80	do.....	Pensacola.
25 bolts No. 4.....do	8 36	do	
25 bolts No. 5.....do	7 92	do	
25 bolts No. 6.....do	7 48	do	
25 bolts No. 7.....do	7 04	do	
25 bolts No. 8.....do	6 60	do	
25 bolts bag stuff.....	16 50	do	
25 bolts hammock stuff.....	29 00	do	
500 pounds $\frac{3}{4}$ -inch composition sheathing nails.....	22	per pound.	Charlestown.
500 pounds 1-inch.....do.....	20	do	
1,000 pounds $1\frac{1}{4}$ -inch.....do.....	18 $\frac{1}{2}$	do	
2,000 pounds $1\frac{1}{2}$ -inch.....do.....	24	do	
50 tons Manilla hemp.....	244 90	per ton.	
1,000 pounds $\frac{3}{8}$ -inch round iron	5	per pound..	Brooklyn.
2,000 pounds $\frac{1}{2}$ -inch...do.....	3	do	
1,000 pounds $\frac{5}{8}$ -inch...do.....	5	do	
2,000 pounds $\frac{3}{4}$ -inch...do.....	3	do	
1,000 pounds $\frac{7}{8}$ -inch...do.....	5	do	
10,000 pounds $\frac{1}{2}$ -inch...do.....	4	do	
4,000 pounds $\frac{3}{8}$ -inch...do.....	5	do	
10,000 pounds $\frac{1}{2}$ -inch...do.....	5	do	
40,000 pounds $\frac{3}{4}$ -inch...do.....	2 $\frac{1}{2}$	do	
30,000 pounds $\frac{1}{2}$ -inch...do.....	4	do	
40,000 pounds 1-inch...do.....	3 $\frac{1}{2}$	do	
10,000 pounds $1\frac{1}{8}$ -inch...do.....	4	do	
5,000 pounds $1\frac{3}{8}$ -inch...do.....	4	do	
3,000 pounds $2\frac{1}{4}$ -inch...do.....	3	do	
4,000 pounds $2\frac{1}{2}$ -inch...do.....	3	do	
5,000 pounds $3\frac{1}{4}$ -inch...do.....	3	do	
5,000 pounds $3\frac{3}{4}$ -inch...do.....	4	do	
1,000 pounds $\frac{5}{8}$ -inch square iron.....	2	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	1,000 pounds $\frac{3}{8}$ -inch square iron..... 2,000 pounds 1-inch.... do..... 4,000 pounds $1\frac{1}{2}$ -inch.... do..... 4,000 pounds $1\frac{3}{4}$ -inch.... do..... 4,000 pounds 2-inch.... do..... 4,000 pounds $2\frac{1}{2}$ -inch.... do..... 3,000 pounds 3-inch.... do..... 3,000 pounds $3\frac{1}{2}$ -inch.... do..... 3,000 pounds $3\frac{3}{4}$ -inch.... do..... 3,000 pounds 4-inch.... do..... 3,000 pounds $4\frac{1}{2}$ -inch.... do..... 3,000 pounds $4\frac{3}{4}$ -inch.... do..... 2,000 pounds $1\frac{1}{2}$ by $\frac{1}{2}$ -inch flat iron..... 2,000 pounds $1\frac{1}{2}$ by $\frac{3}{4}$ -inch.... do..... 5,000 pounds $1\frac{1}{2}$ by $\frac{3}{4}$ -inch.... do..... 2,000 pounds 2 by $\frac{1}{2}$ -inch.... do..... 5,000 pounds 2 by $\frac{1}{2}$ -inch.... do..... 5,000 pounds $2\frac{1}{2}$ by $\frac{3}{8}$ -inch.... do..... 4,000 pounds $2\frac{1}{2}$ by $\frac{3}{4}$ -inch.... do..... 4,000 pounds 3 by $\frac{3}{8}$ -inch.... do..... 4,000 pounds 3 by 1-inch.... do..... 2,000 pounds $3\frac{1}{2}$ by $1\frac{1}{2}$ -inch.... do..... 5,000 pounds $3\frac{1}{2}$ by $\frac{3}{8}$ -inch.... do..... 2,000 pounds 4 by $\frac{3}{4}$ -inch.... do..... 5,000 pounds 4 by $\frac{1}{2}$ -inch.... do..... 2,000 pounds 4 by 1-inch.... do..... 2,000 pounds $4\frac{1}{2}$ by $\frac{3}{8}$ -inch.... do..... 4,000 pounds 5 by $\frac{1}{2}$ -inch.... do..... 4,000 pounds 5 by 1-inch.... do..... 2,000 pounds 6 by $\frac{1}{2}$ -inch.... do..... 2,000 pounds 6 by $\frac{3}{8}$ -inch.... do.....	\$0 05 per pound.. 4 do 2 do 4 do 4½ do 3½ do 4 do 3 do 3½ do 3 do 5½ do 2 do 4 do 3½ do 3 do 4 do 3½ do 4 do 3 do 4 do 3½ do 4 do 2 do 4 do 4 do 2 do 4 do 2 do 4 do 5 do	Brooklyn.

2,000 pounds 6½ by ¼-inch.....do.....	4	do
2,000 pounds 7 by ½-inch.....do.....	3½	do
2,000 pounds 8 by ¼-inch.....do.....	3½	do
2,000 pounds 9 by ⅝-inch.....do.....	4	do
2,000 pounds 9½ by ¾-inch.....do.....	3½	do
2,000 pounds 10 by ¾-inch.....do.....	4	do
4,000 pounds ⅞ by ¼-inch Russia iron.....	5½	do
4,000 pounds 1 by ¼-inch.....do.....	2	do
2,000 pounds 1½ by ¼-inch.....do.....	6	do
3,000 pounds 2 by ¼-inch.....do.....	5	do
2,000 pounds 2½ by ⅝-inch.....do.....	6	do
2,000 pounds 3 by ⅝-inch.....do.....	5	do
12 sheets of Russia sheet iron, 12 pounds each = 144 pounds.	10	do
12.....do.....do.....do.....14.....do..... = 168..do ..	20	do
3,000 pounds boiler iron, ½ inch thick	6	do
3,000.....do.....do.....⅜.....do.....	6	do
3,000.....do.....do.....⅜.....do.....	5½	do
2,000.....do.....do.....½.....do.....	6	do
2,000.....do.....do.....¾.....do.....	3	do
112 pounds ⅝-inch hoop iron.....	5	do
3 carpenters' adzes, handled.....	10	each.
4 carpenters' hollow adzes, handled.....	2 00	do
3 coopers' adzes.....do.....	2 00	do
3 carpenters' broad axes.....do.....	2 00	do
3 coopers'.....do.....do.....	10	do
100 brad awls, assorted.....do.....	3	do
100 shoe awls, assorted.....do.....	3	do
36 wood axes, large size	1 00	do
6 carpenters' wood braces and (48) bits.....	5 00	do
1 iron brace and (20) bits.....	5 00	do
4 carpenters' bevels, steel tongue.....	50	do
25 Bristol bricks.....	8	do
50 dozen corn brooms.....	1 50	per dozen.
70 dozen hickory brooms.....	1 25	do
10 sheets brass, No. 15, say 150 pounds.....	30	per pound.
8.....do.....No. 17.....136.....do.....	50	do
6.....do.....No. 18.....108.....do.....	20	do
12 dozen 1½-inch brass plate bottoms.....	50	per dozen.
3 bung borers	10	each.

LIST OF CONTRACTS—Continued.

Date.	Expiration	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	3 tap borers..... 2 dozen 1½-inch brass flush bolts..... 1 dozen 4-inch....do.....do..... 4 sets brass binnacles, braces, and hooks..... 18 pieces blue curtain binding, ¾-inch..... 300 yards carpet binding..... 20 pieces worsted binding, sailmakers'..... 10 scale beams, 24-inch..... 10....do.....22-inch..... 10....do.....18-inch..... 50 yards green baize..... 200 pounds copper burrs, assorted..... 1 dozen lip, plugging bits, 1½-inch..... 1....do.....do.....1-inch..... 2 dozen composition oil-can cocks..... 50 dozen candlestick slides..... 24 sets (4 in set) 1½-inch brass fixed castors..... 12 dozen spools best blue sewing cotton (30)..... 20 dozen spools best white sewing cotton, numbers 18 to 30.. 12 yards 52-inch green broadcloth..... 50 yards Brussels carpet..... 50 yards 30-inch haircloth..... 15 pounds cane-seating..... 5 pounds cane-binding..... 24 carpenters' compasses, cast-steel..... 3 coopers'.....do..... 50 firmer chisels, assorted, ¼ to 2-inch..... 36 socket.....do.....½ to 2¼-inch..... 8 brass bibb-cocks, ¾-inch..... 8 brass....do.....½-inch.....	\$0 10 each..... 2 00 per dozen. 5 00 do 5 00 per set. 20 per piece. 2 per yard. 10 per piece. 2 00 each. 3 00 do 2 00 do 50 per yard. 1 per pound. 3 00 per dozen. 10 00 do 30 00 do 50 do 50 per set. 50 per dozen. 50 do 2 00 per yard. 1 30 do 40 do 40 per pound. 60 do 25 each. 25 do 40 do 50 do 3 00 do 1 00 do	Brooklyn.

8 brass.... do..... 1-inch.....	2 00	do
6 composition stop-cocks for starting hose.....	15 00	do
100 pounds white chalk.....	1	per pound.
5 pounds red chalk.....	10	do
5 pounds French chalk.....	10	do
24 silver calls, for boatswains.....	2 50	each.
100 lamp chimneys.....	10	do
2 coopers' crows.....	50	do
60 yards brass jack-chain, No. 12.....	5	per yard.
150 halter chains, assorted.....	4	each.
6 glaziers' diamonds.....	5 00	do
6 brass dividers, for sailmakers.....	25	do
10 dozen brass-plate escutcheons.....	30	per dozen.
1 pound brass escutcheon pins.....	1 00	per pound.
10 pounds emery, No. 2.....	10	do
5 pounds flour of emery.....	10	do
3 dozen brass table fastings.....	2 50	per dozen.
1 gross 1-inch black worsted frogs.....	10	per gross.
1 dozen 14-inch half-round smooth files.....	5 00	per dozen.
1 dozen 12-inch..... do.....	6 00	do
1 dozen 10-inch..... do.....	3 00	do
1 dozen 14-inch..... fine flat files.....	6 00	do
1 dozen 12-inch..... do.....	3 00	do
1 dozen 10-inch..... do.....	5 00	do
1 dozen 8-inch..... do.....	2 00	do
1 dozen 14-inch..... flat bastard files.....	5 00	do
1 dozen 12-inch..... do.....	2 00	do
1 dozen 10-inch..... do.....	5 00	do
1 dozen 8-inch..... do.....	2 00	do
1 dozen 14-inch half-round bastard files.....	3 00	do
1 dozen 12-inch..... do.....	8 00	do
1 dozen 10-inch..... do.....	2 00	do
1 dozen 8-inch..... do.....	5 00	do
1 dozen 10-inch..... round files.....	2 00	do
1 dozen 8-inch..... do.....	3 00	do
1 dozen 6-inch..... do.....	2 00	do
1 dozen 5-inch..... do.....	3 00	do
1 dozen 4-inch..... do.....	1 00	do
1 dozen 3-inch..... do.....	2 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	1 dozen 8-inch square files 1 dozen 6-inch.....do..... 2 dozen 8-inch taper-saw files..... 2 dozen 7-inch.....do..... 2 dozen 6-inch.....do..... 2 dozen 5-inch.....do..... 2 dozen 4-inch.....do..... 1 dozen 3-inch.....do..... 1 dozen 14-inch wood rasps..... 1 dozen whip-saw files..... 20 yards fearnaught..... 6 coopers' frows..... 200 yards broad gimp..... 100 yards black silk gimp..... 100 pounds coopers' best quality glue..... 2 dozen nail gimlets, assorted..... 1 dozen spiko.....do..... 3 dozen firmer gouges, assorted, $\frac{1}{4}$ to 2-inch, handled..... 2 dozen socket.....do..... $\frac{1}{2}$ to $2\frac{1}{4}$ -inch...do..... 1 dozen carpenters' gauges..... 12 dozen pairs 2-inch narrow brass butt hinges..... 12 dozen pairs $3\frac{1}{4}$ -inch.....do..... 8 dozen pairs 4 by 4-inch brass butt hinges, slip pins..... 4 dozen pairs $1\frac{3}{4}$ -inch narrow brass butt hinges, slip pins..... 4 dozen pairs $1\frac{1}{2}$ -inch.....do.....do..... 12 dozen pairs $3\frac{1}{4}$ -inch narrow iron butt hinges..... 4 dozen pairs 2-inch.....do..... 24 dozen pairs brass secretary hinges, with catches complete..... $\frac{1}{2}$ dozen brass lamp hooks..... 3 dozen 3-inch iron drawer handles.....	\$1 00 per dozen. 3 00 do 1 00 do 3 00 do 1 00 do 2 00 do 1 00 do 2 00 do 6 00 do 1 00 do 40 per yard. 50 each. 10 per yard. 10 do 25 per pound. 50 per dozen. 1 00 do 8 00 do 15 00 do 2 00 do 2 00 do 5 00 do 10 00 do 2 00 do 1 00 do 1 00 do 50 do 2 50 do 2 00 do 3 00 do	Brooklyn.

12 dozen 5-inch brass cabin-door hooks.....	2 00	do
200 pounds pure curled hair.....	35	per pound.
3 screw-wrench hammers, 12-inch.....	50	each.
3.....do.....16-inch.....	4 00	do
3 dozen claw hammers, handled.....	4 00	per dozen.
1 dozen rivet.....do.....	1 00	do
1 dozen coopers'.....do.....	8 00	do
1 dozen coppering hammers, handled.....	5 00	per dozen.
6 dozen cast-steel hatchets, two sizes, handled.....	9 00	do
500 feet leather leading hose, complete in 50-foot lengths...	1 00	per foot.
1 dozen iron chest-handles, 3 inches.....	3 00	per dozen.
90 feet leather suction hose, complete in 6-foot lengths.....	5 00	per foot.
18 dozen 3-inch iron padlocks.....	4 00	per dozen.
6 dozen 3-inch brass...do.....	15 00	do
6 dozen composition door-lock keys.....	5 00	do
12 dozen iron drawer door-lock keys.....	1 00	do
6 dozen iron cupboard door-lock keys.....	5 00	do
6 dozen iron rim door-lock keys.....	1 00	do
12 dozen 2-inch mahogany knobs.....	25	do
12 dozen 2-inch black walnut knobs.....	25	do
3 dozen shoe knives.....	2 00	do
$\frac{1}{2}$ dozen drawing knives.....	2 00	do
$\frac{1}{2}$ dozen putty.....do.....	4 00	do
1 dozen butcher...do.....	5 00	do
1 dozen cheese...do.....	3 00	do
2 dozen sail.....do.....	3 00	do
1 dozen copper glue kettles.....	30 00	do
3 pitch kettles.....	1 90	each.
2 turning lathes, with tools, &c., complete.....	75 00	do
3 hollowing knives.....	1 00	do
10 dozen $\frac{3}{4}$ -inch brass shutter-knobs.....	20	per dozen.
5 dozen $\frac{1}{2}$ -inch.....do.....do.....	50	do
3 dozen 4-inch mortice locks.....	6 00	do
10 dozen 4-inch iron cupboard-locks.....	3 00	do
12 dozen $3\frac{1}{2}$ -inch iron drawer-locks.....	4 00	do
17 dozen 3-inch...do.....do.....	1 00	do
8 dozen $2\frac{1}{2}$ -inch...do.....do.....	5 00	do
4 dozen $1\frac{1}{2}$ -inch...do.....do.....	3 00	do
4 dozen $3\frac{1}{4}$ -inch iron chest-locks.....	3 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd...	1 dozen 3-inch brass book-case locks 1 dozen 10-inch stock-locks 2 dozen 7-inch iron dead-locks..... 1 dozen 6-inch iron rim locks..... 1 dozen chalk-lines 2 dozen pitch ladles, iron 50 life-preservers 3 tape-lines of 100 feet..... 3 tape-lines of 50 feet..... 6 solar lamps, with reflectors and fixtures..... 500 pounds 8-inch Bruden's iron-pressed spikes..... 500 pounds 7-inch.....do.....do.....do..... 500 pounds 6-inch.....do.....do.....do..... 200 pounds 5-inch.....do.....do.....do..... 100 pounds 20-penny wrought-iron boat nails 200 pounds 12-penny.....do.....do..... 200 pounds 10-penny.....do.....do..... 200 pounds 8-penny.....do.....do..... 300 pounds 6-penny.....do.....do..... 200 pounds 4-penny.....do.....do..... 400 pounds 10-penny iron-wrought nails..... 400 pounds 8-penny.....do.....do..... 400 pounds 6-penny.....do.....do..... 500 pounds 40-penny iron-cut nails..... 400 pounds 30-penny.....do..... 500 pounds 20-penny.....do..... 2,000 pounds 12-penny.....do..... 2,000 pounds 10-penny.....do..... 2,000 pounds 8-penny.....do..... 2,000 pounds 6-penny.....do.....	\$5 00 per dozen. 9 00 do 1 00 do 6 00 do 50 do 10 00 do 2 00 each. 3 00 do 1 00 do 2 00 do 6 per pound. 8 do 7 do 10 do 9 do 9 do 12 do 5 do 15 do 12 do 2 do 3 do 2 do 5 do 5 do 4 do 3 do 5 do 3½ do 5 do	Brooklyn.

400 pounds 4-penny	do.....	5	do
25 pounds 1½-inch finishing nails.....		20	do
25 pounds 1½-inch	do.....	20	do
200 pounds 20-penny copper-cut nails.....		40	do
200 pounds 12-penny	do.....	10	do
200 pounds 10-penny	do.....	50	do
200 pounds 8-penny	do.....	15	do
200 pounds 4-penny	do.....	50	do
50,000 ¾-inch wrought-iron clout nails		1 00	per 1,000.
75,000 1-inch.....	do.....do.....	2	do
30,000 scupper nails.....		1 00	do
30,000 12-ounce iron-cut tacks.....		10	do
50,000 10-ounce.....	do.....	6	do
50,000 8-ounce.....	do.....	8	do
10,000 gimp tacks		10	do
20,000 ¾-inch iron-cut brads.....		5	do
20,000 1-inch.....	do.....	10	do
20,000 1½-inch.....	do.....	10	do
15,000 ¾-inch copper-cut tacks.....		1 00	do
25,000 ¾-inch.....	do.....	20	do
25,000 ½-inch.....	do.....	80	do
25,000 1-inch.....	do.....	20	do
40,000 ¾-inch wrought-copper tacks		10	do
40,000 ½-inch.....	do.....do.....	5	do
1 ream emery paper		5 00	per ream.
12 pairs pincers		25	per pair.
12 pairs pliers		25	do
1 ream sand paper.....		5 00	per ream.
4 pairs grooving planes		1 00	per pair.
6 short-jointer...do.....		1 00	each.
6 beading.....do.....	assorted.....	1 00	do
10 moulding.....do.....	do.....	1 00	do
6 plough planes and (36) bits.....		4 00	do
12 brass curtain pins.....		25	do
1,000 1½-inch iron sieve rivets		1 00	per 1,000.
20 gross 1-inch brass curtain rings		5	per gross.
1 dozen 2-foot rules, single and double jointed.....		5 00	per dozen.
50 pounds copper boat rivets.....		10	per pound.
20,000 coopers' iron rivets, assorted.....		40	per 1,000.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	6 gauging rods 100 pounds copper-pressed rivets, for oil tanks 5 gross 3-inch brass screws, assorted numbers..... 10 gross 2-inch do..... 10 gross 1½-inch do..... 10 gross 1¼-inch do..... 10 gross 1-inch do..... 10 gross ¾-inch do..... 10 gross ½-inch do..... 5 gross ¼-inch do..... 10 gross 3-inch iron screws, assorted numbers 20 gross 2-inch do..... 20 gross 1½-inch do..... 30 gross 1¼-inch do..... 30 gross 1-inch do..... 20 gross ¾-inch do..... 15 gross ½-inch do..... 10 gross ¼-inch do..... 60 dozen lamp screws, double tubes 10 dozen filling screws, for lamps..... 2 dozen cast-steel shovels 1 do do for charcoal, back strapped 1 do spades 3 pair steelyards, to weigh 250 pounds..... 3 patent balances, to weigh 500 pounds..... 12 hand saws..... 3 whip saws..... 12 wood saws and frames 3 compass saws..... 12 tenon saws	\$1 00 each 70 per pound. 2 00 per gross. 10 do 10 do 10 do 50 do 10 do 10 do 50 do 10 do 5 do 2 do 1 do 1 do 2 do 2 do 30 do 75 per dozen. 50 do 10 00 do 15 00 do 10 00 do 2 00 each. 5 00 do 1 00 do 1 00 do 50 do 20 do 1 00 do	Brooklyn.

3 jack screws, Ballard's patent	20 00	do
12 spoko shaves	50	do
6 Turkey oilstones—say 24 pounds.....	75	per pound.
6 grindstones—say 1,200 pounds.....	2	do
6 trying squares, steel blades.....	25	each.
6 iron squares, cast steel	25	do
3 can shaves	1 00	do
1 inch shave	1 00	do
3 bread sieves.....	50	do
12 bread shovels.....	50	do
6 butchers' steels.....	50	do
12 lamp scissors	25	do
4 brass squares, for sailmakers	50	do
1,000 pounds best cast steel, assorted	28	per pound.
500 pounds best German steel..do.....	12	do
400 pounds best blister steel, (L.)	10	do
10 yards satinnet, $\frac{3}{4}$ yard wide	2 50	per yard.
6 saw sets.....	25	each.
50 pounds braziers' solder.....	50	per pound.
25 pounds soft solder.....	4	do
3 pieces white linen tape, 12 yards each	20	per piece.
55 pounds black linen thread, Nos. 30 to 50	20	per pound.
55 pounds white.....do.....do.....	1 00	do
50 pounds shoe thread, best quality	80	do
20 sets black walnut chair trimmings.....	50	per set.
3 bench vices, best quality, 50 to 70 pounds each—say 200 pounds	20	per pound.
3 hand vices	50	each.
3 coopers' vices.....	50	do
100 pounds $\frac{1}{4}$ -inch copper wire	10	per pound.
10 pounds copper bell wire.....	50	do
100 pounds $\frac{1}{8}$ -inch brass wire.....	20	do
50 pounds $\frac{1}{4}$ inch.....do.....	40	do
40 pounds No. 10.....do.....	40	do
20 pounds iron wire, No. 6.....	10	do
20 pounds.....do.....No. 12.....	10	do
20 pounds.....do.....No. 14.....	10	do
40 pounds.....do.....No. 8.....	10	do
10 pounds.....do.....No. 10.....	10	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	100 dozen woven lamp wicks 60 pounds lamp-wick yarn 12 sets lead weights, 1 ounce to 1 pound 12 sets iron weights, 1 pound to 4 pounds 12 sets....do.....4 pounds to 28 pounds..... 5 pounds worsted yarn 20 gridirons, two sizes..... 20 griddles....do..... 50 iron tea kettles, assorted, 6 to 12 quarts..... 15 fish kettles, with strainers, complete 30 iron ladles, for cooks, two sizes 50 frying pans, 3 sizes 100 stew pans, assorted, 2 to 12 quarts 20 iron pots, or camp kettles..... 6 sets shovels, tongs, and pokers..... 30 tormentors, large sizes..... 25 waffle irons..... 500 yards white muslin, 1 yard wide..... 550 yards blue damask moreen..... 300 yards black muslin..... 30 yards white curtain muslin..... 8 sheets of 6-pound milled lead—say 4,898 pounds..... 6 sheets of 8-pound milled lead—say 5,400 pounds..... 3 sheets of 4-pound milled lead—say 1,600 pounds..... 8 lengths 2½-inch lead pipe, 13⅞ pounds per foot—say 1,100 pounds..... 12 lengths 2-inch lead pipe, 6¼ pounds per foot—say 810 pounds..... 20 lengths 1-inch lead pipe, 3⅞ pounds per foot—say 750 pounds.....	\$0 10 per dozen.. 20 per pound. 50 per set. 50 do 3 50 do 6 00 per pound. 50 each. 50 do 2 50 do 5 00 do 2 do 40 do 60 do 5 50 do 2 per set. 10 each. 20 do 8 per yard. 20 do 10 do 20 do 6 per pound. 7 do 8 do 6 do 7 do 6 do	Brooklyn.

5 lengths $\frac{1}{2}$ inch lead pipe, $1\frac{1}{2}$ pounds per foot—say 75 lbs..	8	do
5,000 pounds New Orleans pig lead.....	6	do
15 boxes I. C. tin.....	2 00	per box.
5 boxes I. C. tin, 14 by 20.....	12 00	do
10 boxes I. X. tin.....	10 00	do
5 boxes S. D. X. tin.....	20 00	do
5 boxes D. X. X. tin.....	15 00	do
600 pounds India tin.....	25	per pound.
6,000 pounds $1\frac{1}{4}$ -inch sheathing nails.....	30	do
1,500 pounds $\frac{3}{4}$ -inch sheathing nails.....	2	do
50 pounds $1\frac{3}{4}$ -inch composition boat spikes.....	10	do
50 pounds 2-inch.....do.....do.....	10	do
50 pounds 2 $\frac{1}{2}$ -inch.....do.....do.....	20	do
50 pounds 2 $\frac{3}{4}$ -inch.....do.....do.....	6	do
50 pounds 3-inch.....do.....do.....	4	do
500 pounds 5-inch.....do.....spikes.....	20	do
500 pounds 5 $\frac{1}{2}$ -inch.....do.....do.....	5	do
400 pounds 2-inch.....do.....stem lead nails.....	5	do
20 pounds sal ammoniac.....	10	do
20 pounds refined borax.....	30	do
5,000 yards 30-inch twilled bagging.....	19	per yard.
4,000 yards flax bagging for coal bags.....	5	do
600 pounds beeswax.....	25	per pound.
50 pieces 18-inch scarlet bunting.....	10 00	per piece.
40 pieces 12-inch.....do.....	1 00	do
40 pieces 9-inch.....do.....	3 00	do
20 pieces 4 $\frac{1}{2}$ -inch.....do.....	3 00	do
50 pieces 18-inch white bunting.....	10 00	do
40 pieces 12-inch.....do.....	1 00	do
40 pieces 9-inch.....do.....	3 00	do
20 pieces 4 $\frac{1}{2}$ -inch.....do.....	3 00	do
50 pieces 18-inch blue bunting.....	1 00	do
50 pieces 12-inch.....do.....	5 00	do
50 pieces 9-inch.....do.....	5 00	do
24 china bowls for water closets, with fixtures complete....	12 00	each.
36 pairs hose couplings.....	2 50	per pair.
12 caps for hose couplings.....	1 00	each.
200 pounds best quality batt cotton.....	10	per pound.
200 fathoms $\frac{3}{4}$ -inch short-link proof chain—say 2,400 pounds..	8	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson.—Cont'd.	150 fathoms $\frac{5}{8}$ -inch short-link proof chain—say 1,550 pounds. 150 fathoms $\frac{1}{2}$ -inch short-link proof chain—say 1,500 pounds. 150 fathoms $\frac{3}{4}$ -inch short-link proof chain—say 1,450 pounds. 5 bolts Russia canvas..... 40 bolts light Raven's duck..... 1,500 fish hooks, assorted, large size..... 120 mast hoops, assorted—say 1,200 inches..... 500 sheets "large middle" horn..... 3 patent logs, complete..... 5 patent deep-sea leads, complete..... 25 barrels best unslacked lime..... 15 $\frac{1}{2}$ -inch deep-sea lines, 300 fathoms each..... 15 $\frac{3}{4}$ -inch deep-sea lines, 200 fathoms each..... 20 $\frac{1}{2}$ -inch deep-sea lines, 120 fathoms each..... 75 hand lead lines, 50 fathoms each..... 50 log lines, 80 fathoms each..... 10 coils signal halyards, assorted—say 500 pounds..... 2,000 pounds houseline..... 2,000 pounds hambroline..... 2,000 pounds marline..... 500 pounds white marline..... 3,000 pounds roundline..... 400 fishing lines, assorted, 3 sizes, 40 fathoms each..... 2,000 sail-seaming needles..... 500 roping needles, assorted, 4 to 8 thread..... 300 gallons tar oil..... 20 gallons Florence oil..... 10 gallons neatsfoot oil..... 100 gallons fish oil..... 100 seaming palms, mounted.....	\$0 2 per pound. 8 do 2 do 2 00 per bolt. 8 00 do 2 each. 2 per inch. 10 per sheet. 25 00 each. 1 00 do 1 50 per barrel. 2 00 each. 2 00 do 1 00 do 20 do 2 00 do 5 per pound. 4 do 5 do 20 do 26 do 20 do 5 each. 2 00 per 100. 4 00 do 40 per gallon. 1 00 do 5 00 do 75 do 50 each.	Brooklyn.

50 roping do.... do.....	1 00	do
40 wood hand-pumps, complete.....	50	each.
3 sets paint stones and mullers.....	1 00	per set.
15,000 yellow-pine deck plugs, assorted, $\frac{3}{4}$ to $1\frac{1}{4}$ inch.....	2 00	per 1,000.
5,000 white-pine deck plugs, 1 inch.....	4 00	do
100 barrels best quality pitch.....	2 50	per barrel.
50 barrels best quality rosin.....	2 00	do
200 pounds India rubber.....	50	per pound.
30 dozen best ship-scrapers, iron handles, steel blades.....	4 00	per dozen.
100 pounds best brown soap.....	10	per pound.
3 flax scines, complete.....	75 00	each.
200 pounds thrums.....	40	per pound.
100 barrels best white turpentine.....	4 00	per barrel.
50 barrels best tar.....	4 00	do
400 pounds cotton waste.....	10	per pound.
7,000 pounds beef tallow, best quality.....	10	do
40,000 pounds pure dry white lead.....	6	do
2,000 pounds lampblack.....	3	do
1,000 pounds red lead.....	10	do
500 pounds French yellow ochre.....	5	do
500 pounds litharge.....	6	do
100 pounds chrome green.....	30	do
10 pounds chromé yellow.....	50	do
15 pounds Chinese vermilion.....	1 00	do
10 pounds Prussian blue.....	1 00	do
1,500 pounds Spanish brown.....	2	do
4,000 pounds whiting.....	1	do
6 pounds India red.....	20	do
5 pounds rotten stone, in lumps.....	10	do
25 pounds pumice stone, in lumps.....	4	do
100 pounds raw Turkey umber, ground dry.....	5	do
500 pounds patent driers.....	10	do
100 pounds pure white lead, in oil.....	10	do
4,000 gallons pure linseed oil.....	70	per gallon.
500 gallons spirits turpentine.....	60	do
75 gallons bright varnish.....	20	do
25 gallons brown Japan.....	1 00	do
25 gallons copal varnish.....	1 50	do
25 gallons harness varnish.....	1 50	do

6 dozen 4 by 3½ inch brass mortice locks, wrought brass case, keys, and mineral knobs.....	15 00	do
4 dozen 6-inch upright rim knob locks, with brass springs, tumblers, and bolts, complete.....	15 00	do
4 dozen 6-inch dead locks, brass keys, with brass springs, tumblers, and bolts, complete.....	20 00	do
6 dozen 4-inch chest locks, brass keys, with brass springs and bolts.....	5 00	do
80 pairs 2-inch heavy brass ship hinges, with brass pins and screws.....	25	per pair.
80 pairs 2½-inch heavy brass ship hinges, with brass pins and screws.....	15	do
80 pairs 3-inch heavy brass ship hinges, with brass pins and screws.....	35	do
60 pairs 4-inch heavy brass ship hinges, with brass pins, screws, and slip-pins.....	60	do
100 brass bulkhead bolts, with brass plates and screws 1¼ inch long, according to pattern.....	55 00	per 100.
1 gross brass lamp hooks.....	18 00	per gross.
1 gross brass pantry hooks.....	10 00	do
1 gross brass padlocks, springs and tumblers, best.....	40 00	do
1,000 pounds 20-penny Cumberland cut nails.....	4	per pound.
1,000 pounds 12-penny.....do.....do.....	5	do
1,500 pounds 10-penny.....do.....do.....	4	do
2,000 pounds 8-penny.....do.....do.....	4	do
1,500 pounds 6-penny.....do.....do.....	5	do
1,000 pounds 4-penny.....do.....do.....	5	do
500 pounds 20-penny American wrought-iron nails.....	8	do
500 pounds 12-penny.....do.....do.....	9	do
500 pounds 10-penny.....do.....do.....	10	do
600 pounds 8-penny.....do.....do.....	9	do
800 pounds 6-penny.....do.....do.....	9	do
8 gross ¾-inch Nos. 10 and 12 iron screws.....	20	per gross.
10 gross 1-inch.....do.....do.....do.....	30	do
10 gross 1½-inch.....do.....do.....do.....	40	do
10 gross 1½-inch Nos. 12 and 16.....do.....	50	do
10 gross 1¾-inch.....do.....do.....do.....	60	do
10 gross 2-inch.....do.....do.....do.....	1 00	do
8 gross 2½-inch Nos. 16 and 20.....do.....	1 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	6 gross 3-inch No. 20 iron screws/..... 4,000 pounds 1½-inch composition sheathing nails..... 6 gross ½-inch Nos. 2 and 4 brass screws..... 6 gross ¾-inch Nos. 6 and 9.....do..... 6 gross ¾-inch Nos. 6 and 9.....do..... 20 gross 1-inch Nos. 8, 10, and 12...do..... 20 gross 1½-inch Nos. 10, 12, and 15...do..... 20 gross 1½-inch Nos. 10, 12, and 15...do..... 20 gross 1¾ inch Nos. 12, 15, and 20...do..... 15 gross 2-inch Nos. 12, 15, and 20...do..... 15 gross 2½-inch Nos. 16 and 20...do..... 18 gross 3-inch No. 20.....do..... 8 gross 4-inch No. 20.....do..... 75 pounds 2-inch sprigs..... 75 pounds 1¾-inch...do..... 100 pounds 1½-inch...do..... 100 pounds 1½-inch...do..... 100 pounds 1-inch...do..... 75 pounds ¾-inch...do..... 25 pounds copper wire, No. 18..... 50 barrels pitch..... 6 barrels tar..... 2 barrels common fish oil..... 12 pounds thruuis..... 3 barrels rosin..... 6 barrels tallow..... 12 barrels lime..... 141 bolts No. 1 flax canvas..... 194 bolts No. 2.....do..... 32 bolts No. 3.....do.....	\$2 00 per gross.. 22 per pound.. 1 00 per gross.. 1 00 do 1 00 do 1 00 do 1 50 do 1 50 do 3 00 do 4 00 do 5 00 do 8 00 do 9 00 do 10 per pound. 10 do 12 do 10 do 12 do 12 do 40 do 2 50 per barrel. 5 00 do 20 00 do 1 00 per pound. 4 00 per barrel. 27 00 do 2 00 do 12 00 per bolt. 12 00 do 12 00 do	Philadelphia.

288 bolts No. 4.....do.....	9 80	do
55 bolts No. 5.....do.....	10 00	do
79 bolts No. 6.....do.....	10 00	do
57 bolts No. 7.....do.....	8 00	do
22 bolts No. 8.....do.....	8 00	do
190 pounds cotton twine.....	25	per pound.
275 pounds beeswax.....	30	do
100 pounds tallow.....	15	do
30 sides bellows leather.....	4 00	per side.
500 pounds 30-penny cut nails.....	4	per pound.
500 pounds 20-penny.....do.....	4	do
2,500 pounds 12-penny..do.....	4	do
3,000 pounds 10-penny..do.....	3½	do
1,000 pounds 8-penny..do.....	4	do
500 pounds 12-penny wrought nails.....	8	do
300 pounds 10-penny.....do.....	10	do
300 pounds 8-penny.....do.....	10	do
500 pounds 6-penny.....do.....	8	do
10 gross 1-inch iron screws, No. 12.....	50	per gross.
10 gross 1½-inch...do.....No. 12.....	50	do
10 gross 2-inch...do.....No. 14.....	75	do
10 gross 2½-inch...do.....No. 16.....	1 00	do
5 gross 1-inch brass screws, No. 12.....	80	do
10 gross 1½-inch...do.....No. 16.....	1 00	do
5 gross 2-inch...do.....No. 16.....	3 00	do
5,000 ½-inch copper tacks.....	1 00	per 1,000.
5,000 ¾-inch.....do.....	1 00	do
25,000 ½-inch iron tacks.....	10	do
15,000 ¼-inch.....do.....	10	do
2 dozen brass cupboard-locks, 2½ by 2½ inches long, keys to differ.....	5 00	per dozen.
2 dozen brass draw-locks, 2½ by 2½ inches long, keys to differ.....	3 00	do
2 dozen iron till-locks...2½ by 2½...do.....do.....	1 00	do
2 dozen iron pantry-locks 5-inch, with brass bolts, keys to differ.....	5 00	do
½ dozen brass pad-locks, assorted, keys to differ.....	20 00	do
3 dozen iron.....do.....do.....	5 00	do
2 dozen 4-inch brass hooks and eyes, flat on one side.....	1 00	do
2 dozen 3-inch.....do.....do.....do.....	2 00	do

Washington.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	50 ladle-plates, to be made of the best hammered iron, to be not less than $\frac{1}{4}$ inch thick, or to exceed $\frac{5}{16}$ inch, cut 11 inches in diameter, (drawing to be furnished,) each..... 100 pounds 2-inch square cast steel, best quality..... 200 pounds $1\frac{1}{2}$ -inch.....do.....do.....do..... 150 pounds $1\frac{1}{2}$ -inch square cast steel, best quality..... 150 pounds $1\frac{1}{2}$ -inch.....do.....do.....do..... 150 pounds 1-inch.....do.....do.....do..... 150 pounds $\frac{3}{4}$ -inch.....do.....do.....do..... 150 pounds $\frac{3}{4}$ -inch.....do.....do.....do..... 150 pounds $\frac{3}{8}$ -inch.....do.....do.....do..... 100 pounds $\frac{1}{2}$ -inch.....do.....do.....do..... 50 pounds $\frac{3}{8}$ -inch.....do.....do.....do..... 50 pounds $\frac{1}{4}$ -inch.....do.....do.....do..... 6 dozen 16-inch flat rough files..... 6 dozen 14-inch.....do..... 6 dozen 12-inch.....do..... 3 dozen 10-inch.....do..... 20 dozen 14-inch flat bastard files..... 10 dozen 12-inch.....do..... 10 dozen 10-inch.....do..... 15 dozen 8-inch.....do..... 6 dozen 6-inch.....do..... 4 dozen 18-inch hand bastard files..... 8 dozen 16-inch.....do..... 25 dozen 14-inch.....do..... 15 dozen 12-inch.....do..... 10 dozen 10-inch.....do..... 5 dozen 8-inch.....do..... 10 dozen 14-inch hand smooth files.....	\$2 00 each..... 17 per pound. 16 do 15 do 15 do 20 do 18 do 16 do 18 do 20 do 20 do 20 do 6 00 per dozen. 8 00 do 1 00 do 5 00 do 1 00 do 3 50 do 1 00 do 2 00 do 2 50 do 7 00 do 6 00 do 8 00 do 2 00 do 4 00 do 4 00 do 10 00 do	Washington.

8 dozen 12-inch.....do.....	4 00	do
6 dozen 10-inch.....do.....	4 00	do
6 dozen 8-inch.....do.....	4 00	do
4 dozen 6-inch.....do.....	5 00	do
5 dozen 14-inch half-round smooth files.....	3 00	do
5 dozen 12-inch.....do.....do.....	6 00	do
5 dozen 10-inch.....do.....do.....	2 00	do
5 dozen 8-inch.....do.....do.....	4 00	do
3 dozen 6-inch.....do.....do.....	4 00	do
6 dozen 14-inch half-round bastard files.....	6 00	do
6 dozen 12-inch.....do.....do.....	4 00	do
6 dozen 10-inch.....do.....do.....	3 00	do
10 dozen 8-inch.....do.....do.....	2 50	do
5 dozen 6-inch.....do.....do.....	3 00	do
4 dozen 12-inch round bastard files.....	5 00	do
4 dozen 10-inch.....do.....do.....	2 50	do
4 dozen 8-inch.....do.....do.....	3 00	do
4 dozen 6-inch.....do.....do.....	2 00	do
3 dozen 12-inch square bastard files.....	5 00	do
3 dozen 10-inch.....do.....do.....	3 00	do
2 dozen 8-inch.....do.....do.....	3 00	do
20 dozen 4-inch hand-saw files.....	75	do
10 dozen 3½-inch.....do.....do.....	50	do
5,000 iron (tinned) rivets, assorted sizes.....	1 00	per 1,000.
50 pounds sheet brass, No. 18, wire gauge.....	30	per pound.
50 pounds sheet brass, No. 23, wire gauge.....	30	do
25 pounds sheet brass, No. 25, wire gauge.....	40	do
100 pounds brass wire, ½ inch in diameter.....	35	do
100 pounds brass wire, No. 1, wire gauge.....	35	do
50 pounds brass wire, No. 3, wire gauge.....	40	do
50 pounds copper wire, No. 17, wire gauge.....	40	do
2 bundles Russia sheet iron, No. 20, wire gauge, say 300 lbs.	15	do
1,000 pounds ½-inch boiler rivets 1½ inch long from inside of head.....	10	do
1,000 pounds of pure white dry lead.....	8½	do
1,000 pounds of pure red lead.....	7	do
600 pounds Spanish brown, dry.....	2	do
30 gallons linseed oil, raw.....	75	or gallon.
150 gallons best quality winter-strained sperm oil.....	1 20	do

LIST OF CONTRACTS—Continued.

622

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. June 30	Storer & Stephenson—Cont'd.	200 pounds best quality sperm candles..... 5,000 pounds ½-inch composition sheathing nails..... 2,000 pounds 1-inch composition sheathing nails..... 6,000 pounds 1¼-inch composition sheathing nails..... 2,000 pounds 1½-inch composition sheathing nails..... 150 bolts No. 2 flax canvas..... 100 bolts No. 3.... do..... 300 bolts No. 4.... do..... 100 bolts No. 5.... do..... 200 bolts No. 6.... do..... 200 bolts No. 7.... do..... 50 bolts No. 8.... do..... 500 pounds flax sewing twine..... 200 pounds cotton sewing twine..... 50 pounds cotton whipping twine..... 1,000 pounds flax seine twine..... 20,000 pounds pure dry white lead..... 2,000 pounds pure dry red lead..... 500 pounds pure dry litharge..... 15 pounds pure Chinese vermilion..... 200 pounds pure dry chrome green..... 2,000 pounds pure lampblack..... 6,000 pounds pure dry Spanish whiting..... 500 pounds pure yellow ochre, dry..... 1,000 pounds pure red ochre, dry..... 100 pounds pure gum shellac..... 150 pounds pure Turkey umber..... 50 pounds pure terra di sienna..... 150 pounds pure gum copal, South American..... 100 pounds pure gum copal, East Indian.....	\$0 40 per pound. 28 do..... 28 do 18 do 30 do 13 00 per bolt. 12 50 do 12 00 do 12 00 do 10 75 do 9 75 do 11 00 do 50 per pound. 50 do 20 do 15 do 7½ do 10 do 6 do 1 00 do 20 do 1 do 1 do 4 do 1 do 20 do 2 do 8 do 10 do 70 do	Washington. Gosport.

H. Doc. 1.

100 pounds pure gum, Demarara.....	20	do
2,000 gallons pure flaxseed oil.....	70	per gallon.
40 gallons pure sweet oil.....	1 00	do
500 gallons fish oil.....	40	do
300 gallons spirits of turpentine.....	60	do
100 gallons Japan drying.....	1 00	do
10 gallons spirits of wine.....	1 00	do
300 gallons tar oil.....	40	do
500 pounds white zinc paint, ground in oil.....	8	per pound.
500 pounds white zinc paint, ground in spirits of turpentine.	8	do
5 pounds zinc drier.....	2 00	per gallon.
3,000 pounds pure sperm candles, 6 to pound.....	45	per pound.
3,000 gallons best pure winter-strained sperm oil.....	1 10	per gallon.
2,600 pounds sheet lead.....	8	per pound.
225 feet lead pipe, various sizes.....	50	per foot.
150 pounds Banca block tin.....	26	per pound.
200 sheets XX tin.....	16	per sheet.
1,000 pounds 1 1/4-inch composition sheathing nails.....	25	per pound.
200 pounds 3/4-inch..... do.....	24	do
100 pounds seine twine.....	30	do
100 pounds whipping twine.....	30	do
50 pounds cotton twine.....	30	do
100 corn brooms.....	24	each.
200 hickory brooms.....	10	do
12 hair brooms.....	1 00	do
50 clamp brushes.....	30	do
100 whitewash brushes.....	2 00	do
2,500 pounds tallow.....	14	per pound.
100 pounds spun cotton, for caulking.....	10	do
25 pounds thrums.....	40	do
220 pounds Castile soap.....	15	do
200 sheets lantern, horn.....	10	per sheet.
20 yards white flannel.....	50	per yard.
6 log slates.....	1 00	each.
50 gallons fish oil.....	40	per gallon.
40 barrels pitch.....	4 50	per barrel.
60 barrels raw turpentine.....	4 00	do
2,500 pounds hemp whipping stuff.....	12	per pound.

Pensacola.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 22	1854. June 30	William Lang.....	20,000 pounds flat iron, various sizes.....	\$0 4 per pound.	Philadelphia.
			26 sheets iron, various dimensions.....	1 00 per sheet.	
July 22	June 30	Christian S. Storms.....	1,000 pounds flax sewing twine, 3-thread.....	24 per pound.	Brooklyn.
			500 pounds cotton sewing twine, 5 and 6-thread.....	20 do	
			25 pounds seine sewing twine.....	25 do	
July 25	June 30	J. Davis, jr., Treas. R. C. Co.	49,562 pounds copper, sheathing, braziers', and bolt.....	26 $\frac{1}{2}$ do.....	Charlestown.
			68,120 pounds copper, sheathing, bolt, and braziers'.....	28 $\frac{1}{2}$ do.....	Brooklyn.
July 28	June 30	Eli Dyer.....	2,000 bushels best quality maple or pine charcoal.....	9 $\frac{1}{2}$ per bushel.	Washington.
July 27	June 30	Albert L. Avery.....	6 braces and bits (full-set bits).....	6 00 each.	Pensacola.
			24 brass door buttons, with plates, 1 $\frac{1}{2}$ -inch.....	50 do	
			12 1-inch brass cocks.....	1 25 do	
			12 $\frac{1}{2}$ -inch brass cocks.....	1 25 do	
			3 glaziers' diamonds.....	6 50 do	
			1 set dies.....	10 00 per set.	
			1 set letters.....	5 00 do	
			1 set figures.....	5 00 do	
			4 9-inch patent filters.....	10 00 each.	
			6 tin gallon measures.....	50 do	
			6 tin half-gallon measures.....	40 do	
			6 tin quart measures.....	20 do	
			6 tin pint measures.....	10 do	
			48 tin grog measures (to contain 1 gill).....	8 do	
			6 patent spring balances.....	1 60 do	
			500 pounds 20-penny iron cut nails.....	6 per pound.	
			150,000 $\frac{3}{4}$ -inch clout nails.....	60 per 1,000.	
			50,000 1-inch clout nails.....	60 do	
			20,000 $1\frac{1}{4}$ -inch clout nails.....	60 do	
			100 pounds 3-penny finishing nails.....	8 per pound.	
			200 pounds 6-penny..... do.....	6 $\frac{1}{2}$ do	
			300 pounds 8-penny..... do.....	6 $\frac{1}{2}$ do	

400 pounds 10-penny..... do.....	6½	do
24 large iron coal shovels.....	1 40	each.
6 silver calls.....	8 00	do
1 gross ¼-inch iron screws.....	40	per gross.
2 gross ¾-inch...do.....	40	do
4 gross 1-inch...do.....	50	do
4 gross 1½-inch...do.....	50	do
4 gross 1¾-inch...do.....	1 00	do
4 gross 1¾-inch...do.....	1 00	do
4 gross 2-inch...do.....	1 00	do
2 gross 2½-inch...do.....	1 50	do
2 gross 3-inch...do.....	2 00	do
2 gross 3½-inch...do.....	2 00	do
1 gross ¾-inch brass screws.....	40	do
2 gross ½-inch...do.....	45	do
4 gross ¾-inch...do.....	50	do
6 gross ¾-inch...do.....	55	do
12 gross 1-inch...do.....	60	do
12 gross 1½-inch...do.....	1 75	do
10 gross 1½-inch...do.....	1 85	do
5 gross 1¾-inch...do.....	2 00	do
4 gross 2-inch...do.....	2 50	do
4 gross 2½-inch brass screws.....	2 50	per gross.
4 gross 3-inch...do.....	3 75	do
6 butchers' steels.....	60	each.
24 4-inch brass flush-bolts.....	40	do
12 hand wood-pumps.....	1 25	do
72 cabin door-hooks, brass, with plates and eyes.....	35	do
12 pairs 1-inch brass butt hinges.....	15	per pair.
12 pairs 1½-inch...do.....	20	do
24 pairs 3½-inch...do.....	30	do
24 pairs 4 by 4-inch...do.....	65	do
12 dozen brass eyes, ¼-inch wire.....	1 50	per dozen.
3 dozen ¾-inch brass knobs, with plates.....	3 50	do
6 dozen 2-inch mahogany knobs.....	25	do
4 dozen 1¾-inch...do.....	25	do
4 dozen 1½-inch...do.....	25	do
4 dozen brass flush rings.....	5 00	do
12 dozen brass screw rings, assorted.....	50	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 27	1854. June 30	Albert L. Avory—Continued..	12 large glass-globe lanterns.....	\$2 00 each	Pensacola.
			6 large tin bread-scales, with beams.....	2 50 do	
			150 cords oak wood, sound and dry, none to be less than 4 inches diameter	2 94 per cord.	
			100 cords pine wood, (light wood)	2 94 do	
Aug. 6	June 30	Storer & Stephenson.....	100 bushels charcoal	20 per bushel.	
			1,000 pounds sheet lead, $\frac{1}{4}$ inch thick.....	7 per pound..	Washington.
			1,000 pounds do.... 8 pounds to the foot	7 do	
			800 pounds do.... 6 pounds to the foot	8 do	
			800 pounds do.... 5 pounds to the foot	8 do	
			350 pounds do.... $3\frac{1}{2}$ pounds to the foot	6 do	
			1,000 pounds lead pipe, various sizes.....	7 $\frac{1}{2}$ do	
			10,000 pounds best quality English or East India tin.....	25 do	
			20 boxes I X tin.....	12 00 per box.	
			22,000 pounds sheet copper.....	29 per pound..	Pensacola.
			1,275 pounds brazier copper	35 do	
			2,000 pounds round and square copper.....	34 do	
			800 pounds $\frac{1}{8}$ -inch square iron	6 do.....	Gosport.
			5,000 pounds $\frac{3}{8}$ -inch do	4 do	
			3,000 pounds $\frac{1}{2}$ -inch do	3 do	
			4,000 pounds $\frac{1}{2}$ -inch do	5 do	
			1,000 pounds $2\frac{1}{2}$ -inch do	3 $\frac{1}{2}$ do	
			1,000 pounds $2\frac{1}{2}$ -inch do	3 $\frac{1}{2}$ do	
			2,000 pounds $2\frac{1}{2}$ -inch do	2 do	
			2,000 pounds 4-inch do	2 do	
			1,500 pounds $4\frac{1}{2}$ -inch do	3 $\frac{1}{2}$ do	
			1,500 pounds 5-inch do	3 $\frac{1}{2}$ do	
			2,000 pounds $\frac{1}{2}$ -inch round iron.....	3 do	
			1,500 pounds $\frac{5}{8}$ -inch do.....	4 do	
			1,500 pounds $\frac{3}{4}$ -inch do.....	4 do	

1,500 pounds $\frac{7}{8}$ -inch.....do.....	3	do
2,000 pounds $\frac{1}{2}$ -inch.....do.....	4	do
2,000 pounds $\frac{3}{8}$ -inch.....do.....	3	do
2,000 pounds $\frac{1}{4}$ -inch.....do.....	4	do
5,000 pounds $\frac{3}{4}$ -inch.....do.....	4	do
4,000 pounds 1-inch.....do.....	$3\frac{1}{2}$	do
3,000 pounds $1\frac{1}{8}$ -inch..do.....	$3\frac{1}{2}$	do
5,000 pounds $1\frac{1}{4}$ -inch.....do.....	5	do
4,000 pounds $1\frac{1}{2}$ -inch.....do.....	$3\frac{1}{2}$	do
1,500 pounds 3-inch.....do.....	4	do
1,000 pounds $3\frac{1}{2}$ -inch.....do.....	$3\frac{1}{2}$	do
1,000 pounds 1 by $\frac{1}{4}$ -inch flat iron.....	4	do
2,000 pounds 1 by $\frac{3}{8}$ -inch...do.....	3	do
500 pounds $1\frac{1}{2}$ by $\frac{3}{8}$ -inch...do.....	4	do
500 pounds 2 by $\frac{1}{4}$ -inch...do.....	4	do
1,000 pounds 2 by $\frac{3}{8}$ -inch...do.....	3	do
1,000 pounds 2 by $\frac{1}{2}$ -inch...do.....	4	do
500 pounds 2 by $\frac{3}{4}$ -inch...do.....	4	do
500 pounds 2 by 1-inch...do.....	5	do
500 pounds $2\frac{1}{2}$ by $\frac{1}{2}$ -inch...do.....	4	do
1,000 pounds $2\frac{1}{2}$ by $\frac{3}{8}$ -inch...do.....	2	do
1,000 pounds $3\frac{1}{2}$ by 2-inch...do.....	4	do
500 pounds $3\frac{1}{2}$ by $\frac{1}{2}$ -inch...do.....	4	do
500 pounds 4 by $\frac{1}{4}$ -inch.....do.....	4	do
1,000 pounds 4 by $1\frac{1}{2}$ -inch...do.....	3	do
1,500 pounds 4 by 2-inch...do.....	$3\frac{1}{2}$	do
1,500 pounds $4\frac{1}{2}$ by $2\frac{1}{2}$ -inch..do.....	3	do
900 pounds $4\frac{1}{2}$ by 2-inch...do.....	4	do
1,000 pounds $4\frac{1}{2}$ by $2\frac{1}{2}$ -inch..do.....	$3\frac{1}{2}$	do
1,000 pounds 5 by $\frac{1}{4}$ -inch...do.....	3	do
1,000 pounds 5 by $1\frac{1}{4}$ -inch...do.....	3	do
800 pounds 5 by $1\frac{1}{2}$ -inch.....do.....	4	do
500 pounds 5 by 2-inch...do.....	4	do
1,000 pounds 5 by $2\frac{1}{2}$ -inch...do.....	$3\frac{1}{2}$	do
1,000 pounds 5 by 3-inch...do.....	$3\frac{1}{2}$	do
2,000 pounds $5\frac{1}{2}$ by $1\frac{1}{4}$ -inch..do.....	2	do
2,000 pounds $5\frac{1}{2}$ by $\frac{1}{2}$ -inch...do.....	4	do
2,000 pounds 6 by $\frac{1}{4}$ -inch...do.....	3	do
500 pounds 6 by $\frac{1}{2}$ -inch.....do.....	4	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. Aug. 6	1854. June 30	Storer & Stephenson—Cont'd.	800 pounds 6 by $\frac{7}{8}$ -inch flat iron 800 pounds 6 by $1\frac{1}{8}$ -inch ....do..... 800 pounds 6 by $1\frac{1}{2}$ -inch ....do..... 800 pounds $6\frac{1}{2}$ by $\frac{1}{2}$ -inch ....do..... 800 pounds $6\frac{1}{2}$ by 1-inch ....do..... 500 pounds 7 by $\frac{3}{4}$ -inch ....do..... 500 pounds 8 by $\frac{3}{4}$ -inch ....do..... 500 pounds 9 by $\frac{3}{4}$ -inch ....do..... 300 pounds 9 by 1-inch ....do..... 200 pounds $\frac{1}{2}$ -inch plate iron, 6 feet long, 30 inches wide.... 4,000 pounds $\frac{1}{8}$ -inch plate iron, 6 feet long, 30 inches wide... 3,000 pounds $\frac{1}{8}$ -inch plate iron, 6 feet long, 30 inches wide.. 1,000 pounds $\frac{1}{8}$ -inch plate iron, 6 feet long, 30 inches wide.. 2,000 pounds $1\frac{1}{2}$ by $\frac{1}{10}$ -inch hoop iron..... 3,000 pounds $1\frac{1}{2}$ by $\frac{1}{16}$ -inch....do..... 3,000 pounds $1\frac{1}{2}$ by $\frac{1}{16}$ -inch....do..... 3,000 pounds 1 by $\frac{1}{16}$ -inch....do..... 500 pounds No. 14 sheet iron, 26 by 84 inches..... 500 pounds No. 16 sheet iron, 30 by 84 inches..... 500 pounds No. 15 sheet iron, 26 by 84 inches..... 500 pounds No. 17 sheet iron, 30 by 72 inches..... 500 pounds No. 18 sheet iron, 26 by 84 inches..... 400 pounds No. 20 sheet iron, 26 by 72 inches..... 200 pounds No. 22 sheet iron, 26 by 72 inches..... 200 pounds No. 24 sheet iron, 24 by 72 inches..... 350 pounds No. 18 Russia iron..... 250 pounds No. 20....do..... 240 pounds No. 22....do..... 230 pounds No. 24....do..... 5 tons Scott's gray pig iron, (per ton of 2,240 pounds).....	\$0 5 per pound.. 4 do 5 do 5 do 5 do 5 do 5 do 4 do 6 do 5 do 6 do 5 do 5 do 5 do 3 do 4 do 3 do 2 do 3 do 5 do 5 do 3 do 5 do 3 do 5 do 12 do 15 do 12 do 15 do 28 00 per ton.	Gosport.

Aug. 8	June 30	J. Davis, jr., Treas. R. C. Co.	28,900 pounds hot-rolled sheathing copper, various sizes.....	28½	per pound.	
			1,450 pounds cold-rolled sheathing copper, various dimensions.....	28½	do	
			17,600 pounds bolt copper, various dimensions.....	28½	do	
Aug. 9	June 30	Horton, Hall & Co.....	13,749 pounds brazier copper, various dimensions.....	2-½	do	
			3,000 pounds 3-inch round iron.....	4½	do.....	Charlestown.
			1,000 pounds 2¾-inch do.....	3	do	
			1,000 pounds 2½-inch do.....	3	do	
			5,000 pounds 2-inch do.....	4½	do	
			3,000 pounds 1½-inch do.....	4½	do	
			4,000 pounds 1½-inch do.....	3½	do	
			1,500 pounds 1½-inch do.....	3½	do	
			1,000 pounds 1½-inch do.....	3½	do	
			800 pounds 1-inch do.....	5½	do	
			2,500 pounds 6 by 1-inch flat iron.....	4	do	
			1,000 pounds 5 by 1-inch do.....	4½	do	
			4,000 pounds 5 by ½-inch do.....	4	do	
			2,000 pounds 4 by ½-inch do.....	4	do	
			5,000 pounds 5 by 2¼-inch do.....	3½	do	
			2,000 pounds light 5-penny hoop iron.....	4½	do	
			3,000 pounds heavy 4-penny do.....	4½	do	
			3,000 pounds light 3-penny do.....	2½	do	
			1,500 pounds No. 17, 1½ inch wide, hoop iron.....	4½	do	
			1,500 pounds No. 18, 1 inch wide do.....	3	do	
			1,000 pounds No. 19, ¾ inch wide do.....	3	do	
			1,000 pounds No. 22, ¾ inch wide do.....	4½	do	
			2,000 pounds Russia sheet iron, No. 15.....	7	do	
			1,000 pounds English sheet iron, Nos. 15 and 22.....	4	do	
			1,000 pounds Russia nail rods.....	6½	do	
			500 pounds Russia spike rods.....	3½	do	
			500 pounds ¾-inch best quality boiler iron.....	3½	do	
			500 pounds ½-inch do.....	7	do	
Aug. 15	June 30	Caleb Bonaal.....	65,700 pounds iron, square and round, various dimensions..	3½	do.....	Washington.
Aug. 18	June 30	Erastus Corning.....	15,800 pounds iron, flat, various dimensions.....	4½	do.....	Pensacola.
			20 sheets ¼-inch boiler iron, 6 feet by 2½ feet—say 3,000 pounds.....	6½	do	
July 20	Dec. 30	Horton, Hall & Co.....	5 tons (of 2,240 pounds) best quality lignumvitas, 8 inches diameter.....	39 00	or ton...	Charlestown.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 20	1854. Dec. 30	Horton, Hall & Co—Cont'd..	5 tons (of 2,240 pounds) best quality lignumvitæ, 9 inches diameter.....	\$40 00 per ton ...	Charlestown.
July 20	Dec. 30	Storer & Stephenson	5 tons (of 2,240 pounds) best quality lignumvitæ, 10 inches diameter..... 3 tons (of 2,240 pounds) lignumvitæ, 5 inches diameter..... 3 tons.....do.....do.....6.....do..... 3 tons.....do.....do.....7.....do..... 3 tons.....do.....do.....8.....do..... 3 tons.....do.....do.....9.....do..... 3 tons.....do.....do.....10.....do..... 2 tons.....do.....do.....11.....do..... 2 tons.....do.....do.....12.....do.....	45 00 do 20 00 do..... 30 00 do 40 00 do 50 00 do 60 00 do 70 00 do 75 00 do 75 00 do	Brooklyn.
July 21	Dec. 30	J. Bigler.....	170,000 feet white-pine lumber, various dimensions..... 38,000 feet ash lumber.....do..... 9,000 feet black-walnut lumber.....do..... 3,000 feet cherry lumber.....do..... 2,000 feet $\frac{3}{4}$ inch poplar boards..... 198,200 feet Susquehanna No. 1 white-pine plank and boards.....	33 50 per 1,000.. 30 00 do 45 00 do 45 00 do 25 00 do 33 50 do.....	Philadelphia. Gosport.
July 22	Dec. 30	George Parris.....	20,000 feet Susquehanna No. 2 white-pine plank and boards.. 2 rudder stocks, 33 feet long, net diameter at head 24 inches, net siding at heel 10 inches..... 2 rudder stocks, 24 feet long, net diameter at head 18 inches, net siding at heel 8 inches.....	30 00 do 60 00 per stock.. 50 00 do	Philadelphia.
July 23	Dec. 30	L. M. Beall & Bro.....	50 hickory capstan bars, 15 feet long, 5 $\frac{1}{2}$ inches square at butt, 3 $\frac{1}{2}$ inches square at top end..... 3,435 feet Delaware white oak for trestle-trees, various dimensions..... 19 pieces of crooked plank for cross-trees, various dimensions.....	1 50 per bar. 50 00 per 1,000 5 00 per piece.	

			3,908 feet of Susquehanna or upland white oak, various dimensions.....	45 00	per 1,000.	
			4,500 feet of white oak plank, various dimensions.....	40 00	do	
July 23	Dec. 30	J. N. McAlpino.....	8,963 cubic feet of mast and spar timber, various dimensions	43	per cub. ft.	
July 25	Dec. 31	Joseph Temple.....	40,000 cubic feet of long leaf, fine grain, southern yellow pine plank stocks.....	22½	do.....	Gosport.
			5,320 cubic feet yellow pine spars, various dimensions.....	27	do	
July 26	Dec. 30	S. G. Bogert.....	30,000 cubic feet white oak plank stocks.....	6½	do.....	Charlestown.
			2,000 cubic feet white oak butt pieces, from 20 to 35 feet long.	1 00	do	
			1,000 cubic feet white oak curve timber, various lengths and sizes.....	1 84	do	
			20 white oak limb arm knees, estimated at 200 inches.....	1 00	per inch.	
			10 white oak knees for cat-heads, estimated at 140 inches...	2 00	do	
			3,000 cubic feet white oak promiscuous timber, from 25 to 35 feet long.....	50	per cub. ft.	
			1,200 cubic feet white oak butt-pieces, from 12 to 25 feet long.....	50	do	
			40 pieces white oak timber, from 13 to 16 feet long, estimated at 400 cubic feet.....	1 00	do	
			200 white oak boat knees, from 30 to 36 inches long, and 4 inches wide.....	3 00	each.	
			30 pieces white oak timber, from 13 to 16 feet long, estimated at 508 cubic feet.....	1 50	per cub. ft.	
			500 cubic feet white ash butt-pieces, 14 to 25 feet long, 18 inches diameter.....	40	do	
			12,000 feet, board measure, ash plank.....	35 00	per 1,000.	
			1,500 feet, board measure, black walnut boards.....	35 00	do	
			500 feet, board measure, black walnut boards, 12 to 20 feet long, 20 inches wide.....	60 00	do	
			1,000 feet, board measure, black walnut 2-inch plank, 12 to 20 feet long, 15 inches wide.....	60 00	do	
			1,000 feet 3-inch black walnut plank, 12 to 20 feet long, 15 inches wide.....	60 00	do	
			500 feet black walnut 3½-inch plank, 12 to 20 feet long, 15 inches wide.....	60 00	do	
			300 feet hard mahogany 4-inch plank, 16 to 18 inches wide..	200 00	do	
			350 feet hard mahogany 5½-inch plank, 16 to 18 inches wide..	200 00	do	
			5,000 feet 1-inch cypress boards, 20 to 30 feet long, 9 to 12 inches wide.....	50 00	do	

July 26	Dec. 30	Charles Rolfo.....	3,000 cubic ft. white pine timber—none less than 35 ft.—to average 45 ft., and not less than 14 inches at top end of stick.	24	per cub. ft.	Brooklyn.
			8,000 feet, board measure, clear white pine plank, 2-inch....	42 50	per 1,000.	
			5,000 feet.....do.....do.....do.....1½-inch....	42 50	do	
			5,000 feet.....do.....do.....do.....1¼-inch....	42 50	do	
			35,000 feet.....do.....do.....do.....1-inch....	40 00	do	
			10,000 feet.....do.....do.....do.....¾-inch....	40 00	do	
			30,000 feet, board measure, 3-inch white pine plank, 20 to 30 feet in length, to average 25 feet, 12 inches wide.....	25 00	do	
			7,000 feet, board meas., 2-inch merchantable white pine plank.	20 00	do	
			7,000 feet, board meas., merchantable white pine plank, 1½-inch	20 00	do	
			25,000 feet, board meas., 1-inch merchantable white pine plank.	22 50	do	
			18,000 feet, board measure, 1-inch box boards, white pine....	17 50	do	
			2,000 1-inch Albany boards.....	18	per board.	
			6,000 1½-inch Albany plank.....	24	per plank.	
July 27	Dec. 30	S. G. Bogert.....	20,000 cubic feet long leaf, fine grain, yellow pine plank stocks, to be from 35 to 45 feet in length, averaging 43 feet, and not less than 12 inches square at the top end of the stick..	34	per cub. ft.		Charlestown.
July 27	Dec. 30	N. W. Coffin.....	400 cubic feet white pine timber, 15 to 18 inches square, 20 to 30 feet long.....	30	do.....	
			10,000 feet, board measure, best quality white deck plank, 3 inches thick, 6 inches wide, 25 to 35 feet long.....	40 00	per 1,000.	
			5,000 feet, board measure, No. 1 white pine 2-inch plank....	44 00	do	
			20,000 feet.....do.....No. 2.....do.....2-inch plank....	36 00	do	
			20,000 feet.....do.....No. 3.....do.....2-inch plank....	26 00	do	
			10,000 feet.....do.....No. 2.....do.....1½-inch plank....	40 00	do	
			5,000 feet.....do.....No. 1.....do.....1-inch boards....	44 00	do	
			25,000 feet.....do.....No. 2.....do.....1-inch boards....	36 00	do	
			20,000 feet.....do.....No. 3.....do.....1-inch boards....	26 00	do	
			2 cords best quality hickory butt pieces, from 6 to 8 feet long, 10 to 15 inches diameter.....	25 00	per cord.	
			1,000 white ash oars, different sizes, estimated at 15,050 lineal feet.....	5½	per lin. ft.	
			50 black spruce spars, 50 to 60 feet long, 12 inches diameter in the middle, 8 inches top end, clear of bark.....	20 00	per spar.	
			1,000 inches black spruce spars, from 5 to 8 inches in diameter in the middle, 5 feet in length for every inch in diameter, the diameter at the top to be two-thirds of the middle diameter.....	8	per inch.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1853. July 27	1854. Dec. 30	N. W. Coffin—Continued.....	100 black spruce poles, 20 to 30 feet long, 3 to 4 inches in diameter.....	\$0 25 each.....	Charlestown.
July 30	Dec. 30	A. J. Fitch.....	40,000 cubic feet white oak plank stocks.....	43 $\frac{3}{4}$ per cub. ft.	Brooklyn.
			2 0 feet beach plank, 1 $\frac{1}{2}$ -inch.....	30 00 per 1,000.	
			3,000 feet 1 $\frac{1}{2}$ -inch cypress plank, 20 to 30 feet in length.....	35 00 do	
			3,000 feet 1-inch.....do.....do.....	35 00 do	
			3,000 feet $\frac{3}{4}$ -inch.....do.....do.....	35 00 do	
			2,000 feet $\frac{3}{4}$ -inch.....do.....do.....	35 00 do	
			1,000 feet 1-inch cherry boards.....	45 00 do	
			100 feet 2-inch mahogany plank.....	120 00 do	
			200 feet 1-inch mahogany boards.....	120 00 do	
			200 feet $\frac{1}{2}$ -inch mahogany boards.....	120 00 do	
			4,000 feet 1-inch black walnut boards.....	60 00 do	
			2,000 feet 1 $\frac{1}{2}$ -inch black walnut plank.....	60 00 do	
			5,000 feet $\frac{3}{4}$ -inch clear white cedar boards, 14 to 20 feet long.....	40 00 do	
			3,000 feet $\frac{3}{4}$ -inch.....do.....do.....	40 00 do	
			8,000 feet elm plank, various dimensions.....	40 00 do.....	Gosport. .
			25,300 feet cypress plank and boards, various dimensions.....	40 00 do	
			5,500 feet mahogany, various dimensions.....	140 00 do	
			7,000 feet black walnut, various dimensions.....	75 00 do	
			4,000 feet cherry plank, various dimensions.....	60 00 do	
July 28	Dec. 30	F. A. Southmayd.....	9,000 feet white oak plank, various dimensions.....	39 00 do.....	Brooklyn.
			60 pieces black spruce spars, various dimensions.....	13 00 per piece.	
			2,000 inches black spruce spars, 6 to 9 $\frac{1}{2}$ inches, to average 7 inches, to be 5 feet in length to every inch in diameter...	24 per inch.	
			300 rough hickory bars, 6 feet long, 2 $\frac{1}{2}$ inches square.....	30 per piece.	
			75 rough hickory bars, 12 feet long, 5 $\frac{1}{2}$ inches square.....	1 20 do	
July 29	Dec. 30	John Petty.....	3,475 feet yellow pine for masts, various dimensions.....	37 $\frac{1}{2}$ per cub. ft.	Kittery.
			6,979 cubic feet mast and spar timber, various dimensions...	39 $\frac{3}{4}$ do.....	Brooklyn.
			3,000 feet 1 $\frac{1}{2}$ -inch yellow pine plank.....	35 00 per 1,000.	

			35,000 cubic feet white oak plank stocks.....	29½ per cub. ft	Gosport.
			50 pieces promiscuous white oak—say 2,250 cubic feet.....	25 do	
			40 pieces promiscuous white oak—say about 2,000 cubic feet.....	50 do	
			12,360 feet white oak butt cutts, different sizes.....	60 00 per 1,000.	
			50 pieces northern locust, 12 feet long, 12 inches diameter at smallest end—say 500 cubic feet.....	1 00 per cub. ft.	
July 31	Dec. 30	John Nash.....	35,000 cubic feet white oak plank stocks.....	42 do.....	Kittery.
Aug. 4	Dec. 30	Oakman & Eldridge.....	1,000 inches black spruce spars, to average 8 inches.....	33 per inch...	Philadelphia.
			10 pieces 45 feet long, 7 inches at top end.....	10 00 per piece.	
			10 pieces 50.....do.....7½.....do.....	12 00 do	
			10 pieces 55.....do.....8.....do.....	14 00 do	
			10 pieces 60.....do.....8½.....do.....	20 00 do	
			10 pieces 65.....do.....9.....do.....	27 00 do	
			100 poles.....	75 per pole.	
Aug. 8	Dec. 30	W. H. Baker.....	56,000 feet white oak plank, various dimensions.....	70 00 per 1,000 ..	Pensacola.
Aug. 8	Dec. 30	C. P. Knapp.....	10 feet 12-inch spars, 54 feet long.....	19 00 per spar.	
			10 feet 11-inch spars, 49 feet long.....	19 00 do	
			10 feet 10-inch spars, 45 feet long.....	15 00 do	
			10 feet 9-inch spars, 41 feet long.....	10 00 do	
July 19	June 30	L. Timberlake.....	300 bolts No. 1 flax canvas.....	13 19 per bolt ...	Charlestown.
			200 bolts No. 2.....do.....	11 89 do	
			200 bolts No. 3.....do.....	11 19 do	
			200 bolts No. 4.....do.....	10 29 do	
			100 bolts No. 5.....do.....	9 46 do	
			200 bolts No. 6.....do.....	8 53 do	
			150 bolts No. 7.....do.....	7 73 do	
			150 bolts No. 8.....do.....	6 90 do	
			100 bolts No. 1.....do.....	13 19 do.....	Brooklyn.
			100 bolts No. 2.....do.....	11 89 do	
			250 bolts No. 3.....do.....	11 19 do	
			100 bolts No. 4.....do.....	10 29 do	
			130 bolts No. 5.....do.....	9 46 do	
			200 bolts No. 6.....do.....	8 53 do	
			120 bolts No. 7.....do.....	7 73 do	
			180 bolts No. 8.....do.....	6 90 do	

No. 5.

Abstract of the annual report, dated 2d November, 1853, from the Bureau of Provisions and Clothing, as required by the resolution of the Senate, dated August 26, 1852.

Transmits estimates for the fiscal year commencing 1st July, 1854, and the statements and abstracts required by the several acts of Congress, and reasons for the estimate for contingent.

Renews the recommendation in relation to the establishment of a public bakery for the navy, and reasons therefor.

Objections to the contract system, and recommends that at least certain articles should be exempted from the proviso to the act of Congress making appropriations for the naval service, approved 3d March, 1843.

Several contractors have failed to make deliveries.

Suggests that the department be authorized to reject the bids of defaulting contractors, and those of persons who are not manufacturers or regular dealers in the articles they offer to supply, and as due to those who are.

Recommends a revision of the navy ration, and that the department be vested with discretionary power to modify it, by availing itself of the scientific discoveries of the day.

That a prescribed limit should be made to the commutation of rations, and some reasons therefor.

That returns of navy agents, &c., have been punctually forwarded.

The balances on hand of the appropriations for this bureau are ample, and that rigid economy has been enforced.

Shipments of stores since 1st July, 1853.

Renews recommendation in favor of more adequate compensation to clerks and assistants in the pay department of the navy.

Recommends an addition to the pay of two of the clerks in this bureau, whose salaries were reduced by the act of last session.

BUREAU OF PROVISIONS AND CLOTHING,
November 2, 1853.

SIR: I have the honor to submit herewith estimates (marked A, B, and C) for the amounts which will be required for objects under the cognizance of this bureau, for the fiscal year commencing on the 1st of July, 1854, with such statements and abstracts (marked D to O) as are required by the acts of Congress of April 21, 1808, March 3, 1809, and March 3, 1843.

The estimate C, for "contingent" to defray expenses of transportation, &c., was made for the first time last year by this bureau, under the instruction of your predecessor. These expenses have heretofore been paid out of the general fund for contingencies estimated for by the department; but experience has shown that the expenditures, from their very nature, under this head of appropriation, cannot be accurately estimated, and consequently the fund has frequently been exhausted before the close of the fiscal year. It is, therefore, deemed proper to submit it again, in view of the great increase of transportation of stores consequent on the additional forces employed on remote sta-

tions, and in view of the few public storeships remaining at the disposal of the department. It will not add to the expenses of the government, as the public storeships are a source of much greater charge on other appropriations for the navy.

For the purpose of bringing to your notice the suggestions heretofore made in my annual reports to your predecessors, who recommended them to the attention of Congress, I deem it best to present them again, as experience has confirmed me in their justice and necessity, and with the hope that you will give them your sanction and approval.

For many years complaints have been made of the bread furnished for the navy, and large quantities have been condemned—much larger than would have been the case had the articles been manufactured of such materials as specified in the contracts. It is believed—indeed there can be no doubt of the fact—that biscuit can be manufactured of almost any kind of flour, even of the most indifferent description, whether sour, old, or tainted; by adding to which some particular and perhaps deleterious ingredients, may be made a bread of good appearance, and sweet to the taste; yet, in a short time, this article will deteriorate, and become mouldy and wormy.

While every precaution has been taken to send to our vessels on foreign stations such an article of this most important necessary of life as had borne a close inspection, and was to every appearance faultless, it has been found, in many instances, after its arrival abroad, unfit to be issued to our vessels. This has in some cases delayed, quite injuriously, their movements, and subjected the government to heavy losses, from the enhanced price it was compelled to pay in meeting the deficiencies caused by condemnations. This condition of things, against which no care or intelligence can guard, should, if possible to correct, be no longer permitted; and, as the only remedy, I would respectfully suggest the establishment, under the control of this bureau, of a bakery at the navy yard, Brooklyn. I mention this as a proper location because of its central position, the great facilities its large market always affords, and because the major part of our shipments are made from it. From the best information I am enabled to obtain, it is estimated that a suitable building could be erected, the necessary machinery and appurtenances procured and put up, for about \$25,000 or \$26,000, or the value of the bread condemned in the years 1845 and 1850.

The British and French naval services, in their greater experience, have long since been compelled to abandon the contract system for procuring bread, and now rely entirely upon bakeries established at several of their dock-yards; and they do so, also, for their armies. They even purchase the wheat and manufacture it into flour, (a trouble and expense which would not be incident to our establishment, as good flour in any quantity may always be procured in our markets,) having their establishments constructed for all the different processes, from cleansing and husking the wheat, to its conversion into biscuit ready for packing. Should Congress authorize a bakery, it is respectfully suggested that it be provided that ample time be given for the examination and selection of such plans and machinery, whether foreign or American, as should be found most efficient for the purpose.

The supply of good provisions, as well as of other articles, is of

great importance, both as regards the movements of our vessels and the health of our seamen; but the system of procuring supplies by contract has not, it is well known, secured such at all times; nor has it secured to the public the advantages of the fair competition which Congress undoubtedly intended as one of its objects in the passage of the "proviso to the act of 3d March, 1843." It is a questionable policy to leave so important a matter as the food of the navy to the precarious dependence on "lowest bids." It places the department at the mercy of persons who are neither manufacturers nor regular dealers in the articles they offer to supply, works great injustice to the latter, and is found to be injurious to the service. A person, for example, having no practical knowledge of and no connexion with the business of baking, obtains a contract for the supply of bread, in consequence of his having underbid the bona-fide manufacturers, and immediately searches for some baker willing to take the execution of the contract off his hands, and leave him a good profit; and the latter of course looks for some advantage from his bargain, and, to secure this, may attempt to pass upon the government an inferior article. The numerous and skilful methods in use at the present day for adulterating flour when converting it into bread, enables an unscrupulous man too easily and frequently to inflict injury and disappointment upon the service. Most of our supplies are monopolized by persons who are not regular dealers or manufacturers; and I strongly recommend that the bids of such persons should be rejected, as well as the bids of those who may have failed to execute promptly and in good faith such contracts as may have been previously entered into by them. Some individuals, no doubt, offer to enter into contracts at low and ruinous prices, hoping for and relying upon some exigency or fortuitous circumstances, in the event of their bids being accepted, to secure the reception of their articles, whether they be inferior or not; or, in the event of a rise in prices, failing altogether to the great detriment of the service in their deliveries, and forcing the government to pay a great deal more than the original contract prices, our only redress being a suit on the contractor's bonds for the recovery of any excess of prices paid by us. The bids of such persons inflict an injury upon the bona-fide manufacturers and regular dealers, who are willing to furnish our supplies at fair prices, by which they can live, and which they expect will enable them to execute their contracts. It has been brought to your notice that several of the contractors have, to the great injury of the service, recently and during the last fiscal year failed to make deliveries. Measures have been taken to recover the damages incurred by the department. I would recommend that, in any event, the articles of flour, rice, raisins, beans, dried fruit, and pickles, be exempted from the proviso of 3d March, 1843. These articles could be procured by open purchase, under proper regulations, of a better quality and on equally favorable terms to the government as by contract.

The ration of the navy requires revision. Some of its component parts are a source of great loss, and are not entirely used by the men, but are thrown overboard by them. The allowance of such articles might be reduced with great advantage to the government and to our seamen one-half, and that of cheese be entirely discontinued; and, in

lieu of them, some addition to other more acceptable parts of the ration might be made. It is respectfully suggested that discretionary power be vested in the department to modify the ration, and avail itself of the scientific discoveries of the day in the preservation of animal and vegetable alimentary substances, many of which are used in the British and French services.

I renew the recommendation that a limit be fixed by law as to the number of rations that may be commuted. No discretion in relation to this should be left to any person. It is the more necessary in view of the enhanced cost of the component parts of the ration, and which will for years go on increasing, in consequence of the probable additional demand for our provisions abroad and at home; and, unless this is done, it will be in vain, as experience has demonstrated, to endeavor to keep the expenditures within the appropriation.

The navy agents, pursers, and storekeepers, at home and abroad, have forwarded with general punctuality the accounts and returns coming under the cognizance of this bureau; and the inspectors at the different yards have fully complied with the instructions of the bureau, and performed their duty with impartiality and justice between the government and the contractors.

There are ample funds on hand of the appropriations coming under the supervision of this bureau to meet all legitimate demands, and it has felt it a duty to meet your views in enforcing the most rigid economy in all its disbursements.

In addition to the statements made, (per statement E,) the bureau has forwarded since 1st July, in the United States storeship "Relief," to Rio, supplies amounting to \$23,746 24; in the transient ship "Sea Witch," for Hong Kong, \$3,255 80; in the chartered brig "Smyrna," for Spezzia, \$17,533 69; and in the chartered barque "Palmetto," for Porto Praya, \$26,375 38; and further shipments will be made in a few weeks to Hong Kong and the Pacific.

Our squadrons have been amply supplied with all the necessaries they required.

The compensation of the clerks and assistants of the pay department of the navy is entirely inadequate to secure the services of proper persons, competent to perform the responsible duties devolving on them. Their services are indispensable, and in their fidelity and character the government is as much interested as the purser. I respectfully recommend the subject to your consideration, and to my remarks in former reports.

I would also recommend an increase of pay to two of the clerks in this bureau, whose compensation was reduced by the act of the last session, owing to some misunderstanding. Their duties are arduous, and have been performed with zeal and ability, notwithstanding the reduction of their salary, and encouraged by the hope that their case would meet with future consideration.

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

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

Schedule of the papers which accompany the report of the chief of the Bureau of Provisions and Clothing to the Secretary of the Navy, dated November 2, 1853.

- A.—Estimate of the expenses of the bureau for the fiscal year.
- B.—Estimate for provisions for the navy for the fiscal year.
- C.—Estimate for contingent for the navy for the fiscal year.
- D.—Statement showing the value of provisions, clothing, and small stores on hand.
- E.—Statement showing the value of shipments made by the bureau to foreign stations.
- F.—Statement showing the cost of provisions, clothing, and small stores condemned.
- G.—Abstract of proposals received for navy supplies.
- H.—Abstract of proposals received for clothing and clothing materials.
- I.—Abstract of proposals received for small stores.
- K.—Abstract of proposals received for tobacco.
- L.—Abstract of proposals received for fresh beef and vegetables.
- M.—Abstract of proposals received for beef and pork.
- N.—Abstract of proposals received for transportation of stores.
- O.—Statement of contracts made by the bureau during the fiscal year.

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A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year commencing July 1, 1854, and ending June 30, 1855.

For salary of one clerk of the 4th class, per act of Congress of March 3, 1853.....	\$1,800 00
For salaries of four clerks of the 2d class, per act of Congress of March 3, 1853.....	4,800 00
For salary of one messenger, per act of Congress of August 31, 1842.....	700 00
	<hr/>
	7,300 00
	<hr/> <hr/>

CONTINGENT.

For printing, blank-books, binding, stationery, labor, and miscellaneous items.....	770 00
	<hr/> <hr/>

Asked to be appropriated for the year ending June 30, 1854 :

For salaries of clerks and messenger.....	\$8,150 00
For contingent.....	770 00
	<hr/>
	8,920 00
	<hr/> <hr/>

Appropriated for the year ending June 30, 1854 :

For salaries of clerks and messenger.....	\$7,300 00
For contingent.....	770 00
	<hr/>
	8,070 00
	<hr/> <hr/>

Asked to be appropriated for the year ending June 30, 1855 :

For salaries of clerks and messenger.....	\$7,300 00
For contingent.....	770 00
	<hr/>
	8,070 00
	<hr/> <hr/>

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, 1855.

Estimate for provisions for 7,500 men :

One ration per day for 7,500 men would be, for the year, 2,737,500 rations ; at 20 cents each, is.....	\$547,500 00
One ration per day for 750 commission and warrant officers "attached to vessels for sea-service," for the year would be 273,750 rations ; at 20 cents each, is.....	54,750 00
One ration per day for 750 officers and marines "attached to vessels for sea-service," would be 273,750 rations ; at 20 cents each, is.....	54,750 00
Additional sum required for an estimated number of 4,000 men, who may decline to draw the spirit portion of their ration, as provided by the acts of March 3, 1847, and August 3, 1848.....	29,200 00
	<hr/>
Aggregate amount required.....	686,200 00
	<hr/> <hr/>

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, 1855.

CONTINGENT.

To meet the demands upon the bureau for freight to foreign stations, transportation from station to station within the United States, cooperage, advertising for proposals, printing pursers' blanks, and stationery for cruising vessels. . . \$40,000 00

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

RECAPITULATION.

Civil.

Salaries.....	\$7,300 00
Contingent.....	770 00

Navy

Provisions.....	686,200 00
Contingent.....	<u>40,000 00</u>

D.

Statement showing the value of provisions, clothing, and small stores on hand at the United States navy yards, and at naval depots on foreign stations, submitted to the department July 1, 1853.

Stations.	Date.	Provisions.	Clothing.	Small stores.
Portsmouth, N. H.	July 1, 1853			
Boston	do.....	\$26,533 60	\$28,087 01	\$6,608 30
New York	do.....	47,742 63	21,840 45	7,540 70
Philadelphia	do.....	6,600 55	9,990 69	2,570 85
Washington.....	do.....	29 99	264 61	25 08
Norfolk	do.....	18,623 19	36,789 92	8,472 46
Pensacola	do.....	12,240 56	30,155 33	5,216 83
Sancelito, California.....	Mar. 31, 1853	16,381 16	32,257 52	5,167 33
Valparaiso	do.....	253 15	11,573 10	2,261 46
Rio de Janeiro	do.....	5,231 10	8,552 66	3,118 19
Spezzia.....	do.....	7,099 99	29,486 60	5,952 64
Porto Praya	do.....	1,687 37	9,565 79	1,190 39
Macao.....	Dec. 31, 1852	3,969 48	4,734 83	1,294 10
Shanghai.....	do.....	6,156 59	589 45	1,275 29
In transitu—				
To Macao.....		32,643 40	16,638 21	4,591 40
To N. P. surveying expedition		11,286 67	7,747 55	1,518 42
To Rio de Janeiro.....		17,189 97	4,273 49	2,282 78
		213,669 49	252,547 21	59,086 22

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

E.

Statement showing the value of shipments made by the Bureau of Provisions and Clothing to the United States naval squadrons on foreign stations during the fiscal year ending June 30, 1853.

Stations.	Date.	Provisions.	Clothing.	Small stores.
China squadron.....	Nov., 1852	\$6,318 30		
China squadron.....	Dec., 1852	10,261 44	\$7,927 18	\$4,167 92
China squadron.....	June, 1853	32,643 40	16,638 21	4,591 40
Mediterranean squadron.....	Sept., 1852	14,112 43	4,986 54	3,422 09
Mediterranean squadron.....	Mar., 1853	12,294 96	3,625 25	3,486 16
African squadron.....	Oct., 1852	9,719 01	2,564 68	994 04
African squadron.....	Mar., 1853	13,711 54	1,384 90	1,639 95
Brazil squadron	Sept., 1852	14,626 86	3,532 83	2,336 60
South Pacific squadron	Dec., 1852	14,867 38	5,588 91	2,609 27
North Pacific squadron.....	June, 1853	11,286 67	7,747 55	1,518 42
		139,841 99	53,996 05	24,765 85

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

F.

Statement showing the cost of provisions, clothing, and small stores condemned on board the national vessels, and at the naval stores at home and abroad, or otherwise destroyed; loss by breakage, evaporation, or other casualties of the service. Also, the amount condemned and sold at auction, with the amount of net proceeds of such sales, from July 1, 1852, to June 30, 1853, inclusive, so far as returns have been received by the bureau.

Stations, &c.	Provisions.		Clothing.		Small stores.	
	Cost.	Proceeds.	Cost.	Proceeds.	Cost.	Proceeds.
Portsmouth, N. H.....	\$39 55	\$11 78	.....	.....	.....	.....
Boston, Mass.....	1,701 80	556 26	\$937 72	\$163 04	\$291 97	\$33 93
New York.....	4,479 77	1,677 73	3,695 95	553 86	292 32	86 73
Philadelphia, Pa.....	1,869 80	410 81	1,741 62	310 77	152 74	48 30
Baltimore, Md.....	.....	*31 45	.....	*30 26	.....	.....
Washington, D. C.....	22 04	60	.....	.....	.....	.....
Norfolk, Va.....	5,191 20	274 67	1,251 71	93 20	406 21	22 93
Pensacola, Fla.....	2,905 90	414 49	1,196 39	248 84	338 10	105 84
Sausalito, Cal.....	9,616 03	7,298 20	1,378 23	420 32	.....	.....
Rio de Janeiro.....	595 74	239 88	376 12	77 25	.....	.....
Macao.....	259 19	31 63	461 51	123 44	.....	.....
Port Praya.....	297 27	.....	880 70	.....	91 87	.....
Spezzia.....	628 27	.....	.....	.....	1 00	.....
Valparaiso.....	80 37	9 13	656 09	95 95	.....	.....
The several national ves- sels.....	10,651 50	221 29	70 49	1 41	121 08	.....
	38,338 43	11,177 92	12,046 53	2,124 34	1,695 29	297 73

* The cost of these are embraced in amounts stated as condemned on board the several national vessels.

BUREAU OF PROVISIONS AND CLOTHING,
October 14, 1853.

G.—Abstract of proposals for navy supplies for 1853-'54, received under the advertisement of the Bureau of Provisions and Clothing, dated March 19, 1853.

Names.	Residence.	Flour—per barrel.			Biscuit—per 100 pounds.					
		Boston.	New York.	Norfolk.	Boston.		New York.		Norfolk.	
					Tight.	Flour.	Tight.	Flour.	Tight.	Flour.
J. L. Sanford & Co.....	New York.....		\$6 50				\$4 25	\$3 48		
Wells & Provost.....	do.....									
Hetfield & Green.....	Port Byron, N. Y.....									
Storer & Stephenson.....	New York.....	\$6 75	6 25	\$6 48						
William Mathews.....	do.....									
Benjamin F. Wilson.....	Boston, Mass.....	5 85	5 90	5 74	\$4 37	\$3 87	4 48	3 97	\$4 85	\$4 35
George Adams.....	do.....			7 00						
John A. Higgins.....	Norfolk, Va.....	6 45	6 23	5 90						
Aaron Jeffery.....	do.....		6 20	6 10						
William Lang.....	Boston, Mass.....	6 75	6 90							
Lewis Timberlake.....	New York.....	6 25	5 90	5 90						
Mullett & Bradbury.....	Boston, Mass.....	6 12								
George R. A. Ricketts.....	New York.....									
Alfred M. Coffin.....	do.....									
Corlies & Docker.....	do.....									
Jacob Hall, jr.....	Boston, Mass.....	6 23								
N. Hicks Graham.....	Philadelphia, Pa.....	7 12½	6 75	7 12						
Thomas Brown.....	Georgetown, D. C.....				4 09	3 72	3 97	3 66	3 90	3 59
G. K. Tylor.....	Baltimore, Md.....				4 25	3 90	4 25	3 90	4 15	3 75
Mathew Bartlett.....	Boston, Mass.....	6 25	6 70		4 25	3 49	4 48	3 56		
Lewis F. Williams.....	New York.....		6 94				6 05	5 50		
St. John O'Doris*.....	Philadelphia, Pa.....									
Henry F. Ingraham†.....										

* Informal.

† Offers biscuit, in flour barrels, at Pensacola, Florida, at 4½ cents per pound.

G—Continued.

Names.	Residence.	Whisky—per gallon.			Sugar—per pound.			Tea—per pound.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
J. L. Sanford & Co	New York									
Wells & Provost	do									
Hetfield & Green	Port Byron, N. Y									
Storer & Stephenson	New York	\$0 28.40	\$0 26	\$0 27.40	\$0 06.48	\$0 05.95	\$0 06.48	\$0 45	\$0 39	\$0 42
William Mathews	do									
Benjamin F. Wilson	Boston, Mass.	33	33	34½	6.95	6.69	7½	48	42	46
George Adams	do			29½			7			42
John A. Higgins	Norfolk, Va.	34	33	32	7	7	7	58	59	59
Aaron Jeffery	do					8	8		53	55
William Lang	Boston, Mass	30	30		6.40	6.49		38	39	
Lewis Timberlake	New York	29	27	28				37	36	37
Mullett & Bradbury	Boston, Mass				6½			35		
George R. A. Ricketts	New York	26.43	25.43	26.43	6.43	6.18	6.43	37.93	37.93	38.33
Alfred M. Coffin	do									
Corlies & Decker	do								37	37
Jacob Hall, jr	Boston, Mass				6.29					
N. Hicks Graham	Philadelphia, Pa.	32	31	32	6.48	6.48	6.48	39½	39	39½
Thomas Brown	Georgetown, D. C									
G. K. Tyler	Baltimore, Md.									
Mathew Bartlett	Boston, Mass									
Lewis F. Williams	New York		28.24			6½			59	
St. John O'Doris	Philadelphia, Pa.									
Henry F. Ingraham										

G—Continued.

Names.	Residence.	Coffee— per pound.	Rice—per pound.				Butter—per pound.			Molasses—per gallon.		
		New York.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	
J. L. Sanford & Co.....	New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wells & Provost.....	do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hetfield & Green.....	Port Byron, N. Y..	.....	.....	.....	.....	.....	\$0 20	.....	.....	.....	.....
Storer & Stephenson.....	New York.....	\$0 09. 40	\$0 04. 74	\$0 04. 48	\$0 04. 74	\$0 35	35	\$0 35	\$0 32	\$0 29	\$0 32	
William Mathews.....	do.....	8. 73	.....	.....	.....	.....	.....	.....	.....	.....	.....
Benjamin F. Wilson.....	Boston, Mass.....	10	4. 90	4. 85	4½	22	20½	23½	30	29½	32½	
George Adams.....	do.....	.....	.....	.....	5½	.....	.....	25	.....	.....	32
John A. Higgins.....	Norfolk, Va.....	9	4. 73	4. 70	4. 43	24	23	23	32	31	31	
Aaron Jeffery.....	do.....	14	.....	4. 75	4. 75	.....	.....	30	.....	36	36
William Lang.....	Boston, Mass.....	10½	5½	5½	.....	21½	23	.....	26	30	.....
Lewis Timberlake.....	New York.....	9½	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mullett & Bradbury.....	Boston, Mass.....	.....	4. 99	.....	.....	.....	.....	.....	24. 98	.....	.....
George R. A. Ricketts ..	New York.....	9. 74	5. 49	5. 45	5. 64	.....	.....	.....	25½	24. 74	25. 43
Alfred M. Coffin.....	do.....	.....	.....	.....	.....	.....	22	.....	.....	.....	.....
Corlies & Decker.....	do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacob Fall, jr.....	Boston, Mass.....	.....	4. 35	.....	.....	24	.....	.....	27	.....	.....
N. Hicks Graham.....	Philadelphia, Pa..	10. 48	5½	5½	5½	34	33	34	34	34	34	
Thomas Brown.....	Georgetown, D. C.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
G. K. Tyler.....	Baltimore, Md.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mathew Bartlett.....	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lewis F. Williams.....	New York.....	9½	.....	4½	.....	.....	21¾	.....	.....	34	.....
St. John O'Doris.....	Philadelphia, Pa..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry F. Ingraham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

H. Doc. 1.

G—Continued.

Names.	Residence.	Beans—per bushel.			Vinegar—per gallon.			Pickles—per pound.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
J. L. Sanford & Co	New York									
Wells & Provost	do				\$0 14	\$0 13	\$0 14	\$0 05½	\$0 04½	\$0 05½
Hetfield & Green	Port Byron, N. Y.		\$2 50							
Storer & Stephenson	New York	\$2 20	1 98	\$2 20	15	15	15			
William Mathews	do									
Benjamin F. Wilson	Boston, Mass	1 85	1 90	1 88	15	15	20	6	6	10
George Adams	do			1 99			12			10
John A. Higgins	Norfolk, Va.	2 24	2 20	1 54	25		25			
Aaron Jeffery	do		1 83	1 73		18	18		6	6
William Lang	Boston, Mass	1 90	1 99		12	12½		7	8	
Lewis Timberlake	New York									
Mullett & Bradbury	Boston, Mass	1 87								
George R. A. Ricketts	New York									
Alfred M. Coffin	do		2 00							
Corlies & Decker	do									
Jacob Hall, jr	Boston, Mass	1 90								
N. Hicks Graham	Philadelphia, Pa.	2 37½	2 25	2 37½	8.70	8.48	8.60	4.20	3.98	4.37
Thomas Brown	Georgetown, D. C.									
G. K. Tyler	Baltimore, Md.									
Mathew Bartlett	Boston, Mass									
Lewis F. Williams	New York					9			7	
St. John O'Doris	Philadelphia, Pa.									
Henry F. Ingraham										

G—Continued.

Names.	Residence.	Raisins—per pound.			Dried apples—per pound.			Soap— per pound.
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston, New York, and Norfolk.
J. L. Sanford & Co.....	New York.....	.....	.....	.....	.....	.....	.....	.....
Wells & Provost.....	do.....	.....	.....	.....	.....	.....	.....	.....
Hetfield & Green.....	Port Byron, N. Y.....	.....	.....	.....	.....	\$0 10	.....	.....
Store & Stephenson.....	New York.....	\$0 11.48	\$0 11.48	\$0 11.48	\$0 10	10	\$0 10	\$0 05.90
William Mathews.....	do.....	.....	.....	.....	.....	.....	.....	.....
Benjamin F. Wilson.....	Boston, Mass.....	14	12½	14	7	7½	7½	5.86
George Adams.....	do.....	.....	.....	.....	.....	.....	.....	.....
John A. Higgins.....	Norfolk, Va.....	14	14	14	8	7½	7	5.30
Aaron Jeffery.....	do.....	.....	13½	13½	.....	5.95	5.73	6.83
William Lang.....	Boston, Mass.....	10	11½	.....	6½	6½	.....	4.78
Lewis Timberlake.....	New York.....	.....	.....	.....	.....	.....	.....	.....
Mullett & Bradbury.....	Boston, Mass.....	10	.....	.....	6½	.....	.....	.....
George R. A. Ricketts.....	New York.....	12.17	11.93	12.43	.....	.....	.....	.....
Alfred M. Coffin.....	do.....	.....	.....	.....	.....	6½	.....	.....
Corlies & Decker.....	do.....	.....	.....	.....	.....	.....	.....	.....
Jacob Hall, jr.....	Boston, Mass.....	9	.....	.....	.....	.....	.....	.....
N. Hicks Graham.....	Philadelphia, Pa.....	.....	14	14	.....	.....	.....	.....
Thomas Brown.....	Georgetown, D. C.....	.....	.....	.....	.....	.....	.....	.....
G. K. Tyler.....	Baltimore, Md.....	.....	.....	.....	.....	.....	.....	.....
Mathew Bartlett.....	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....
Lewis F. Williams.....	New York.....	.....	12½	.....	.....	5½	.....	.....
St. John O'Doris.....	Philadelphia, Pa.....	.....	.....	.....	.....	.....	.....	.....
Henry F. Ingraham.....	.....	.....	.....	.....	.....	.....	.....	.....

H.

Abstract of proposals received for clothing and clothing materials, under an advertisement of the Bureau of Provisions and Clothing, dated March 28, 1853.

Names.	Residence.	Class 1.							Class 2.	Class 3.	
		Pea jackets.	Monkey jackets.	Round jackets.	Trowsers.	Overshirts.	Under-shirts.	Drawers.	Blue flannel.	Sheeting frocks.	Duck trowsers.
Lysander Cutter.....	Dexter, Me.....								\$0 52		
Currier & Sewall.....	Boston, Mass.....										
John A. Eaton.....	Boston, Mass.....										
Henry Newton.....	North Weymouth, Mass.....										
James McKenna.....	Boston, Mass.....	\$5 75	\$5 50	\$2 50	\$4 21	\$1 30	\$0 82	\$0 80	36	\$1 20	\$0 82½
Nathaniel Gale.....	Boston, Mass.....	8 50	5 75	5 00	3 48	1 40	78	75	35	1 12	79
John Fullmer.....	Wilmington, Del.....										
William Mathews.....	New York.....								29.7		
Storer & Stephenson...	New York.....	5 00	4 00	2 20	3 90	1 35	1 00	1 00	30.48	1 50	30
Oliver H. Parry, agent..	Boston, Mass.....								30.97		
Jonas Forristall.....	Boston, Mass.....										
Sumner Flagg.....	Boston, Mass.....										
Noon & Cochran.....	Peterborough, N. H....	6 75	5 75	3 75	4 25	1 32½	1 10	96	33½		
William H. Allen.....	Boston, Mass.....										
John Wetherbee, jr.....	Boston, Mass.....										
Joseph J. Whiting.....	Boston, Mass.....	6 00	5 00	2 00	4 30	1 25	95	90	35	1 30	50
J. G. Horn, (informal)..	Binghampton, N. Y....										

H—Continued.

Names.	Residence.	Class 4.			Class 5.			Class 6.		Class 7.	Class 8.	Class 9.
		Sheet- ing.	Duck.	Dungaree.	Calfskin shoes.	Kipskin shoes.	Calfskin pumps.	Stock- ings.	Socks.	Mattres- ses.	Bl'k hand- kerchiefs.	Blank- ets.
Lysander Cutter.....	Dexter, Me.....											\$3 50
Currier & Sewall.....	Boston, Mass.....									\$4 07		
John A. Eaton.....	Boston, Mass.....									3 98		
Henry Newton.....	North Weymouth, Mass..				\$1 21	\$1 25	\$0 95					
James McKenna.....	Boston, Mass.....	\$0 59½	\$0 24½	\$0 10½	1 31½	1 25	1 18	\$0 58	\$0 35½		\$79	
Nathaniel Gale.....	Boston, Mass.....	60	30	10							92	
John Fullmer.....	Wilmington, Del.....				1 25	1 25	98					
William Mathews.....	New York.....	51	17.4	7.3							74.7	1 63
Storer & Stephenson...	New York.....	60	10	7	1 50	1 00	90	36	36	4 48	74.95	1 72
Oliver H. Perry, agent..	Boston, Mass.....											
Jonas Forristall.....	Boston, Mass.....				1 22	1 22	1 12			4 47		
Sumner Flagg.....	Boston, Mass.....									4 73		
Noon & Cochran.....	Peterborough, N. H.....											2 65
William H. Allen.....	Boston, Mass.....				1 21	1 19	1 07			4 23		
John Wetherbee, jr.....	Boston, Mass.....									4 94		
Joseph J. Whiting.....	Boston, Mass.....	61	25	11	1 37	1 32	1 25	58	37		79	
J. G. Horn, (informal)..	Binghampton, N. Y.....											

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

H. Doc. 1.

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I.

Abstract of proposals received for small stores, under the advertisement of the Bureau of Provisions and Clothing, dated March 31, 1853.

Articles.	William Mathews, New York.	Storer & Stephen- son, New York.	St. John O'Doris, Philadelphia.	Nathaniel Gale, Bos- ton.	William Lang, Bos- ton.
Boxes, shaving..... each.....	\$0 04½	\$0 05	\$0 04½	\$0 03	\$0 03
Brushes, shaving..... do.....	4½	4	4½	4	5
Brushes, scrubbing..... do.....	18	20	18½	18	20
Brushes, shoe..... do.....	13½	15	13½	18	20
Brushes, clothes..... do.....	2	2	3	13	25
Buttons, navy, vest..... per gross..	89	1 00	92	3 00	50
Buttons, navy, coat..... do.....	3 20	3 00	4 39	6 00	1 50
Buttons, dead-eye..... do.....	17½	20	18¾	18	20
Blacking, boxes of..... per dozen..	40	40	39	36	50
Beeswax, in ¼-pound cakes..... per pound..	20	22	21	30	22
Combs, coarse..... per dozen..	80	60	79	80	1 50
Combs, fine..... do.....	80	1 00	79	80	1 10
Cotton, spools of..... do.....	40	40	42	45	40
Grass, for hats..... per 100 hands.	1 80	2 00	1 82	2 00	1 50
Handkerchiefs, cotton..... each.....	5	6	6½	10	3
Handkerchiefs, silk..... do.....	50	50	55	46	60
Jack-knives..... do.....	10	20	18¾	20	20
Looking-glasses..... do.....	16	10	16	10	20
Mustard-seed..... per pound..	16	20	15	15	25
Needles, assorted..... per 1,000..	85	1 00	82	1 00	1 00
Pepper, black..... per pound..	14	15	14½	14	25
Pepper, red..... do.....	12	10	14½	10	5
Razors in single cases..... each.....	18	20	18¾	20	25
Razor strops..... do.....	18	20	18¾	20	30
Ribbon, hat..... per piece..	60	75	58	65	71
Soap, shaving..... per dozen..	12	6	15	20	25
Silk, sewing..... per pound..	3 90	4 00	4 25	5 00	3 00
Scissors..... each.....	12	12	14	14	20
Spoons..... do.....	4	8	5	4	5
Thread, black, white, and blue... per pound..	50	60	55	70	70
Tape, black and white..... per dozen..	19	20	18¾	30	20
Thimbles..... each.....	1½	2	2	2	2

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

K.

Abstract of proposals received for the supply of tobacco, under a circular of the Bureau of Provisions and Clothing, dated January 21, 1853.

Names.	Residence.	Price per pound.
N. A. Patterson.....	Liberty, Bedford Co., Va.....	\$0 25
Lloyd Garland & Co.....	Lynchburg, Va.....	30
Hiram B. Dickenson.....	Richmond, Va.....	24
Dill, Mulchahey & Co.....	do.....	26
N. L. Royster.....	do.....	25
Selden C. Mason & Geo. W. Gilliam.....	do.....	29½
Benjamin G. Whitall.....	do.....	24½
Robert A. Mayo.....	do.....	19.62

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

L.

Abstract of proposals received for the supply of fresh beef and vegetables at the several navy yards during the fiscal year ending June 30, 1854, under advertisements of the respective navy agents, by direction of the Bureau of Provisions and Clothing.

Names.	Where to be delivered.	Beef, per pound.	Vegetables, per pound.
Joseph B. Currier.....	Portsmouth, N. H.....	\$0 10	\$0 1
Edmund A. Dixon.....	do.....	9	1
J. B. Severance.....	Charlestown, Mass.....	6½	1½
Nahum Chapin.....	do.....	7	.73
John H. Clapp.....	do.....	7½	1½
Benj. J. Weeks.....	Brooklyn, N. Y.....	6.48	2
Benj. W. Valentine.....	do.....	5.93	1.93
George Haws.....	do.....	6.74	1.05
Hiram Birdsall.....	do.....	9	2½
David Woelpper.....	Philadelphia, Pa.....	10	3
Thos. McCory.....	do.....	8¾	3
David Hanem.....	do.....	12¾	7½
Samuel Crans.....	do.....	10½	6
George J. Runner.....	do.....	13½	7½
John Crist.....	do.....	10½	3½
George W. Pappler.....	Baltimore, Md.....	8½	3
Phillip Otterback.....	Washington, D. C.....	12½	5
William Ward.....	Gosport, Va.....	7½	2½
William T. Bell.....	Pensacola, Florida.....	5½	2½
John S. Bell.....	do.....	6½	3
H. A. Nuncz.....	do.....	6	3
Wm. McVoy.....	do.....	8	3
José Sierra.....	do.....	6½	2½

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

M.

Abstract of proposals for the supply of navy beef and navy pork for 1854, received under the advertisement of the Bureau of Provisions and Clothing, dated August 20, 1853.

Names.	Residence.	Navy beef.			Navy pork.		
		At Boston.	At New York.	At Norfolk.	At Boston.	At New York.	At Norfolk.
		<i>Per barrel.</i>	<i>Per barrel.</i>	<i>Per barrel.</i>	<i>Per barrel.</i>	<i>Per barrel.</i>	<i>Per barrel.</i>
Spalding & McAfee.....	Lebanon, Ky.....				\$19 98 $\frac{1}{2}$	\$19 98 $\frac{1}{2}$	\$19 98 $\frac{1}{2}$
John H. O'Neal.....	Bedford Co., Tenn.....						17 47
Thomas N. Brooks.....	Meadville, Pa.....	\$14 69	\$14 49	\$14 79			
Hugh Allen.....	Meadville, Pa.....				15 96	15 79	16 29
Andrew J. Rhey.....	Evausburg, Pa.....	16 00	15 80	15 90			
John C. O'Neal.....	Evausburg, Pa.....				16 49	16 19	16 59
J. C. Willard.....	Washington, D. C.....	16 75	16 25	16 75	16 25	16 00	16 25
Henry Vanarnam.....	Troy, N. Y.....	14 89	14 74		14 89	14 85	
Harrison, Fay & Co.....	Boston, Mass.....	14 87			16 68	16 68	17 31
St John O'Doris.....	Philadelphia, Pa.....	14 50	14 50	14 50	15 75	15 75	15 75
James C. Adams.....	Baltimore, Md.....	17 93	17 43		16 93	16 43	
Storer & Stephenson.....	New York.....	18 00	17 00	18 00	18 00	16 90	18 00
Benjamin M. Wilson.....	New York.....	15 98	15 85	15 98	14 94	14 82	14 94
Alonson Cary.....	Troy, N. Y.....	14 64	14 49				
John D. Early.....	Baltimore, Md.....			16 00			16 00

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

N.

Abstract of proposals received for the transportation of stores from the navy yard at Boston to Spezzia, in Sardinia, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated February 19, 1853.

Names.	Vessel.	Price per barrel.
Wheelwright & Co.....	.....	\$1 46
Alpheus Hardy & Co.....	A vessel.....	1 22
Wm. Worthington & Co.....	.....	98
Arthur L. Payson.....	.....	75

Abstract of proposals received for the transportation of stores from the navy yard at Boston to Porto Praya, Cape de Verde, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated March 7, 1853.

Names.	Vessel.	Price per barrel
Charles J. Everett.....	.....	\$1 37
Vernon Browne.....	.....	1 23
C. J. F. Binney.....	In a good vessel.....	1 25

Abstract of proposals received for the transportation of stores from the navy yard at Boston to Spezzia, in Sardinia, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated July 30, 1853.

Names.	Vessel.	Price per barrel.
Grant, Daniels & Co.....	Brig "Eunice".....	\$1 50
Vernon Browne.....	A suitable vessel.....	1 40
Nicholas Reggio.....	Barque "Susan Jane".....	90

Abstract of proposals received for the transportation of stores from the navy yard at Boston to Porto Praya, Cape de Verde, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated September 1, 1853.

Names.	Vessel.	Price per barrel.
Jno. M. Mayo & Co.....	A barque.....	\$0 98
Vernon Browne.....	A superior vessel.....	1 15
Oakman & Eldridge.....	A barque.....	1 20
A. A. Frazer.....	.....	1 45

Statement of contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, for supplies for the Navy, to be delivered during the fiscal year ending June 30, 1854, prepared in obedience to the acts of Congress approved April 21, 1808, and March 3, 1809.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
N. Hicks Graham	April 30, 1853	Vinegar.....	\$0 08. 70 per gallon..	Boston.
			8. 48 do.....	New York.
			8. 60 do.....	Norfolk.
		Pickles	4. 20 per pound..	Boston.
			3. 98 do.....	New York.
		4. 37 do.....	Norfolk.	
William Mathews.....	April 25, 1853	Coffee.....	8. 73 do.....	New York.
Lewis Timberlako.....	May 2, 1853	Tea	37 do.....	Boston.
			36 do.....	New York.
			37 do.....	Norfolk.
William Lang.....	April 30, 1853	Saltwater soap.....	4. 78 do.....	Boston, New York, and Norfolk.
Jacob Hall, jr	April 29, 1853	Raisins	9 do.....	Boston.
Storer & Stephenson	April 23, 1853	Raisins	11. 48 do.....	New York and Norfolk.
Mullett & Bradbury.....	April 28, 1853	Molasses.....	24. 98 per gallon ..	Boston.
George R. A. Ricketts.....	April 26, 1853	Molasses	24. 74 do.....	New York.
			25. 43 do.....	Norfolk.
William Lang.....	May 7, 1853	Dried apples.....	6½ per pound..	Boston.
Lewis F. Williams.....	April 30, 1853	Dried apples.....	5¼ do.....	New York.
Aaron Jeffery.....	April 29, 1853	Dried apples.....	5. 73 do.....	Norfolk.
Mullett & Bradbury.....	April 28, 1853	Sugar.....	6½ do.....	Boston.
Storer & Stephenson	April 23, 1853	Sugar.....	5. 95 do.....	New York.
George R. A. Ricketts.....	April 26, 1853	Sugar.....	6. 43 do.....	Norfolk.
Jacob Hall, jr	April 29, 1853	Rice.....	4. 35 do.....	Boston.
Storer & Stephenson.....	April 23, 1853	Rice.....	4. 48 do.....	New York.
John A. Higgins.....	April 28, 1853	Rice.....	4. 43 do.....	Norfolk.
Benjamin F. Wilson.....	April 29, 1853	Beans	1 85 per bushel..	Boston.
Aaron Jeffery.....	April 29, 1853	Beans	1 83 do.....	New York.

John A. Higgins.....	April 28, 1853	Beans	1 54	do.....	Norfolk.
William Lang.....	April 30, 1853	Butter	21½	per pound..	Boston.
Hetfield & Green	April 30, 1853	Butter	20	do.....	New York.
John A. Higgins.....	April 28, 1853	Butter	23	do.....	Norfolk.
Thomas Brown.....	April 29, 1853	Biscuit, in tight casks.....	4 09	per 100 lbs.	Boston.
			3 97	do.....	New York.
			3 90	do.....	Norfolk.
		Biscuit in flour barrels.....	3 59	do.....	Norfolk.
Mathew Bartlett.....	April 29, 1853	Biscuit in flour barrels.....	3 49	do.....	Boston.
Joseph L. Sanford.....	April 27, 1853	Biscuit in flour barrels.....	3 48	do.....	New York.
Henry F. Ingraham.....	May 10, 1853	Biscuit in flour barrels.....	4½	per pound..	Pensacola.
Lewis Timberlake.....	May 2, 1853	Flour.....	5 90	per barrel..	New York.
Benjamin F. Wilson.....	April 29, 1853	Flour.....	5 85	do.....	Boston.
			5 74	do.....	Norfolk.
George R. A. Ricketts.....	April 26, 1853	Whisky.....	26.43	per gallon..	Boston.
			25.43	do.....	New York.
			26.43	do.....	Norfolk.
William Mathews	May 3, 1853	Small stores, viz:			
		Boxes, shaving.....	4½	each.....	Boston, New York, and Norfolk.
		Brushes, shaving	4½	do	
		Brushes, scrubbing	18	do	
		Brushes, shoe.....	13½	do	
		Brushes, clothes	2	do	
		Buttons, navy vest.....	89	per gross.	
		Buttons, navy coat	3 20	do	
		Buttons, deadeye.....	17½	do	
		Blacking, boxes of.....	40	per dozen.	
		Beeswax	20	per pound.	
		Combs, coarse.....	80	per dozen.	
		Combs, fine.....	80	do	
		Cotton, spools of	40	do	
		Grass, for hats.....	1 80	per 100 hands.	
		Handkerchiefs, cotton.....	5	each.	
		Handkerchiefs, silk.....	50	do	
		Jack-knives	10	do	
		Looking-glasses	16	do	
		Mustard seed	16	per pound.	
		Needles, assorted	85	per 1,000.	
		Pepper, black	14	per pound.	

O—Continued

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
William Mathews—Continued ...	May 3, 1853	Small stores, viz: Pepper, red Razors Razor strops Ribbon, hat Soap, shaving Silk, sewing Scissors Spoons Thread Tape Thimbles	12 per pound.. 18 each. 18 do 60 per piece. 12 per dozen. 3 90 per pound. 12 each. 4 do 50 per pound. 19 per dozen. 1½ each.	Boston, New York, and Norfolk.
William Mathews	April 30, 1853	Blue flannel Blankets Barnsley sheeting Canvas duck Dungaree Black silk handkerchiefs	29.7 per yard. 1 63 each. 51 per yard. 17.4 do 7.3 do 74.7 do	
Joseph J. Whiting	May 4, 1853	Barnsley sheeting frocks Canvas duck trowsers	1 30 do 50 per pair.	
Storer & Stephenson.	April 29, 1853	Blue pea-jackets Blue monkey jackets Blue round-jackets Blue trowsers Blue flannel overshirts Blue flannel undershirts Blue flannel drawers Woollen stockings Woollen socks	5 00 each. 4 00 do 2 20 do 3 90 do 1 35 do 1 00 do 1 00 do 36 per pair. 36 do	
John A. Eaton.....	May 3, 1853	Mattresses and covers.....	3 98 each.	
Storer & Stephenson.....	April 29, 1853	Calf-skin shoes Kip-skin shoes	1 50 per pair. 1 00 do	

Edmund A. Dixon.....	May 20, 1853	Calf-skin pumps.....	90	do	Portsmouth, N. H.
		Fresh beef.....	9	per pound..	
Nahum Chapin.....	June 28, 1853	Vegetables.....	1	do	Boston.
		Fresh beef.....	7	do.....	
George Haws.....	May 26, 1853	Vegetables.....	0.73	do	New York.
		Fresh beef.....	6.74	do.....	
Thomas McCoy.....	May 26, 1853	Vegetables.....	1.5	do	Philadelphia.
		Fresh beef.....	8 $\frac{1}{2}$	do.....	
George W. Pappler.....	May 30, 1853	Vegetables.....	3	do	Baltimore.
		Fresh beef.....	8 $\frac{1}{2}$	do.....	
Philip Otterback.....	June 16, 1853	Vegetables.....	3	do	Washington.
		Fresh beef.....	12 $\frac{1}{2}$	do.....	
William Ward.....	May 19, 1853	Vegetables.....	5	do	Norfolk.
		Fresh beef.....	7 $\frac{1}{2}$	do.....	
William T. Bell.....	June 15, 1853	Vegetables.....	2 $\frac{1}{2}$	do	Pensacola.
		Fresh beef.....	5 $\frac{1}{2}$	do.....	
Robert A. Mayo, (for four years).	Feb. 26, 1853	Vegetables.....	2 $\frac{1}{2}$	do	Boston, New York, and Norfolk.
		Tobacco.....	19.02	do.....	
Alonson Cary.....	Oct. 17, 1853	1,400 barrels navy beef.....	14 64	per barrel..	Boston.
Thomas N. Brooks.....	Oct. 8, 1853	2,600 barrels navy beef.....	14 49	do.....	New York.
Thomas N. Brooks.....	Oct. 22, 1853	1,400 barrels navy beef.....	14 79	do.....	Norfolk.
Henry Vanarnam.....	Oct. 3, 1853	1,200 barrels navy pork.....	14 89	do.....	Boston.
Benjamin M. Wilson.....	Oct. 5, 1853	2,400 barrels navy pork.....	14 82	do.....	New York.
		1,200 barrels navy pork.....	14 94	do.....	Norfolk.

CHARTER PARTIES.

Brig "Mausanilla".....	Feb. 28, 1853	Freight of stores.....	75	per barrel..	To Spezzia, Sardinia.
Barque "Gipsey".....	March 21, 1853	.....do.....	1 25	do.....	To Porto Praya, Cape de Verde.
Brig "Smyrna".....	Aug. 12, 1853	.....do.....	1 40	do.....	To Spezzia, Sardinia.
Barque "Palmetto".....	Sept. 26, 1853	.....do.....	1 75	do.....	To Porto Praya, Cape de Verde.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, October 26, 1853.

SIR: Agreeably to your instructions of the 9th July, ultimo, I have the honor to submit herewith estimates of the several sums required for the support of this bureau and the medical department of the naval service (hospitals excepted) during the fiscal year ending June 30, 1855.

The fiscal condition of this department is reported as follows:

Balance of appropriation for "surgeons' necessaries and appliances" remaining on hand June 30, 1853.....	\$15,834 08
Amount appropriated by act of Congress, approved March 3, 1853	37,300 00
Balance of "surgeons' appliances" in treasury, October 1, 1853	43,636 00
Amount of naval hospital fund in treasury, October 1, 1853.....	131,430 94
Amount required for the support of the Bureau of Medicine and Surgery, during the fiscal year ending June 30, 1855	8,530 00
Amount required for "surgeons' necessaries and appliances" on board sea-going and receiving ships, at navy yards, naval stations, for the marine corps, coast survey, observatory, and temporary relief of officers and seamen in vessels and at stations having no medical officer.....	35,575 00

Subjoined are tabular statements derived from the "sick reports" from medical stations within the United States, as well as from the various squadrons in commission—the former for the year ending June 30, 1853; the latter for the year ending December 31, 1852, excepting from the East India squadron, which, probably, would not greatly vary the statement.

The vessels composing our force, in commission on foreign service, are so widely and remotely distributed that full returns for a remote period cannot be exhibited.

Squadrons.	Remaining sick Dec. 31, 1851.	Admitted during the year.	Died.	Remaining Dec. 31, 1852.	Per-centage of deaths.
Home.....	36	1,277	6	21	0.45
Mediterranean.....	33	890	3	31	0.32
Pacific	76	1,592	15	31	0.88
Brazil.....	15	825	1	21	0.11
African	38	865	6	24	0.68
Aggregate.....	188	5,449	31	128	0.55

	Remaining stock June 30, 1852.	Admitted during the year.	Died.	Remaining June 30, 1853.	Per-centage of deaths.
Hospitals	148	748	39	120	4.35
Navy yards, receiving ships, &c.	60	2,150	10	43	0.45

The act of Congress approved March 3, 1853, made no change in the force of this bureau, though the salaries of those employed in it underwent the following modifications: Pay of the assistant to the chief, increased from \$1,400 to \$1,800; one clerk, reduced from \$1,400 to \$1,200. Increase of salaries under the act, \$200.

The estimates for the medical service afloat, at navy yards and shore stations, are somewhat below those of preceding years. Hospital establishments and the naval asylum are not embraced in the estimates, as they derive their support exclusively from the "naval hospital fund."

This fund has been deprived of one source of revenue by the operation of an act of Congress approved March 3, 1850, prohibiting all further credits for the value of rations stopped on account of sick on board vessels in commission. Its income now is derived from a deduction of twenty cents per month from the pay of every officer, seaman, and marine, under the act of March 2, 1799; and from the transfer of the amount of pensions by those in receipt of them, upon admission to the naval asylum, under the act of February 6, 1811; and from the value of such rations as are stopped, on account of sick, in the different naval hospitals. The draughts upon this fund, from various sources, appear so far to exceed its revenues as to present a gradual diminution, which promises to extinguish it entirely at no remote period.

The amount of the fund in treasury October 1, 1848, \$209,856 19; October 1, 1853, \$131,430 94.

In this period of five years, it will be seen that \$78,425 25 have been expended from the fund, in addition to its income.

Some augmentation of the medical corps of the navy has been repeatedly and urgently recommended by this bureau. I can only add my own conviction of its very great necessity to the arguments and expositions used by my predecessor.

The number of surgeons established by the act of Congress of August 4, 1843, at sixty-nine, is manifestly below the requirements of the service; and, while several of the senior surgeons are now beyond the age of active duty, medical stations, both afloat and ashore, have multiplied since this limitation was fixed.

The aggregate number of captains and commanders in the navy is one hundred and sixty-five, while the number of surgeons is but sixty-nine; yet, wherever either of the above officers can be employed, a surgeon also is usually necessary.

It is believed that the corps of assistant surgeons, from its disproportionate number, is called upon to perform a larger amount of sea-ser-

vice than is required of any grade in the navy. Such an increase, therefore, of the number of medical officers as would bear a fair proportion to the others of the service, and afford the usual respite from duty, and necessary repose after active cruising in climates often unfavorable to health, would seem to be alike a measure of necessity and justice.

Number of surgeons in service	69
Number required for service, on shore and afloat, during the year	56
Disabled by age and infirmity	12
	68
Remaining	1
Number of assistant surgeons in service	79
Required for service, ashore and afloat	75
Disabled	5

I am, very respectfully, your obedient servant,

W. WHELAN.

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

A.

Estimate of the amount required for the support of the Bureau of Medicine and Surgery, for the year ending June 30, 1855, under act of Congress, approved March 3, 1853.

Salary of chief of bureau	\$3,000 00
Salary of one clerk, fourth class	1,800 00
Salary of two clerks, second class	2,400 00
Salary of messenger	700 00
	\$7,900 00

CONTINGENT EXPENSES.

Labor*	180 00
Blank books and stationery	350 00
Miscellaneous items	100 00
	630 00
Total required	8,530 00
Required last year	8,270 00

W. WHELAN.

*The item "labor" is estimated at \$180, an addition of \$60 having been authorized by the late Secretary of the Navy.

B.

Estimate from the Bureau of Medicine and Surgery of the amount required for the support of the medical department of ships afloat, navy yards, naval stations, marine corps, and coast survey, for the year ending June 30, 1855.

Frigates—6.

Six, at \$1,200 each..... \$7,200 00

Sloops—16.

Seven, of first class, at \$800 each..... \$5,600 00
 Six, of second class, at \$700 each..... 4,200 00
 Three, of third class, at \$600 each..... 1,800 00
 ----- 11,600 00

Steam-frigates—5.

Five, of first class, at \$700 each..... 3,500 00

Steamers—7.

Four, of first class, at \$400 each..... \$1,600 00
 Three, of second class, at \$300 each..... 900 00
 ----- 2,500 00

Brigs—4.

Four, at \$400 each..... 1,600 00

Storeships—7.

Seven, at \$200 each 1,400 00

Receiving-ships—4.

One, at \$1,000 \$1,000 00
 Two, at \$600 each..... 1,200 00
 One, at \$300..... 300 00
 ----- 2,500 00

Navy yards—8.

Portsmouth, New Hampshire \$100 00
 Boston 250 00
 New York 350 00
 Philadelphia, including receiving-ship Union... 350 00

Washington.....	\$300 00	
Norfolk.....	350 00	
Pensacola.....	500 00	
Memphis.....	50 00	
		<u>\$2,250 00</u>

Naval stations—3.

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

Coast Survey.

Three steamers, at \$125 each.....	\$375 00	
One steamer, at \$50.....	50 00	
Two schooners, at \$50 each.....	100 00	
Temporary relief of sick seamen in vessels having no medical officer.....	300 00	
		<u>825 00</u>

Total required.....	<u>35,575 00</u>
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Required last year.....	<u><u>37,300 00</u></u>
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RECAPITULATION.

Civil.

Salaries.....	\$7,900 00
Contingent.....	630 00

Navy.

Surgeons' necessaries.....	35,575 00
----------------------------	-----------

W. WHELAN.

No. 7.

HEADQUARTERS OF THE MARINE CORPS,
Washington, November 17, 1853.

SIR: In the course of the summer and autumn of the present year, I have visited and inspected the barracks of the marine corps at Portsmouth, New Hampshire, Boston, New York, Philadelphia, Norfolk, and Pensacola. The latter station is so distant, and there are so few men at it, that I have not deemed it necessary to inspect it, except at intervals of four or five years, as the cost of transportation is so great.

At Portsmouth, New Hampshire, the barracks are sufficient for the troops now there, or for any number that the wants of the service will require for many years to come.

At Boston, the barracks are greatly decayed, having been erected, more than forty years ago, of imperfect materials. I recommend that ground be purchased on which to erect new barracks. Suitable ground, very near the wall, could have been procured last year on reasonable terms, and I believe is still unsold. Earth is wanted in the yard to fill up low grounds, and the purchase of this site will furnish it, and thus save a large expenditure in hauling earth from a distance. This purchase will also prevent improper houses from being built so near the wall.

At New York, the marines occupy as barracks what was once the alms-house. The building is unsuitable for military quarters, and a large rent is paid for it. The United States own ground suitable for barracks, and the propriety of erecting them is evident.

The barracks at Philadelphia are old and dilapidated, and the ground on which they stand is required for naval purposes. South of the navy-yard, ground, I understand, is owned by the United States, suitable for barracks, where they may be conveniently erected.

The barracks at Norfolk were condemned many years ago, but have been allowed to stand as temporary quarters for the small guard stationed there. Ground for the erection of new barracks can be purchased at a moderate price, and joining the wall of the yard; and I recommend its purchase for that purpose.

At the main gate of the navy yard at Pensacola there is a guard-house sufficiently large for the small force now there.—It is, however, wholly inadequate for such a force as a naval depot so important and isolated would seem to require for its protection.

On all these stations the force is so small as to furnish but one or two sentinels, and thus rendering it necessary to hire an irresponsible civil watch to protect interests so vast and important as those at the several naval depots.

In the barracks at headquarters, all the recruits enlisted at the rendezvous at New York are drilled, as thoroughly as they can be during the short time they are allowed to remain in them.—It is seldom any of them can be kept here more than six or eight weeks, while six or eight months are insufficient to make them experienced soldiers; and none but such soldiers should be sent on board our ships-of-war.

A guard of recruits was recently sent on board the frigate Columbia, a greater part of which had been on drill but two weeks, and some few of them but two days. These recruits conducted themselves correctly while on drill here, but broke down so soon as they were sent to execute the duty of well-drilled soldiers on board a man-of-war, where constant and severe duty is imposed upon them.

The only way to provide effective guards for ships-of-war, is to prepare them by a thorough drill before they are sent to sea. Such a drill is absolutely indispensable in preparing them for foreign service. This important object cannot be obtained except by such an increase of the rank and file of the corps as will admit of recruits being sufficiently long on shore to allow them to be completely drilled and dis-

ciplined. To allow this, it is necessary to maintain on shore a regular and well-drilled relief for each guard on foreign service.

The force so maintained on shore, and drilled and prepared to meet its legitimate responsibilities, may be employed in affording ample and reliable protection to all naval depots. It may likewise be used, in case of exigency, on service with the army, as has already been the case both in Florida and in the valley of Mexico. In both these services it maintained its character for energy and discipline, and shared in all the dangers and horrors of the two campaigns.

In support of these views, I enclose to the department a table showing the aggregate strength of the guards now at sea, as well as those that will be required, according to an estimate of the department, in the course of the ensuing year, and before the return of vessels now on foreign service.

Punishment for insubordination and misconduct has been considered a strong conservative principle in preserving discipline and good order in a ship-of-war. A military guard of efficient soldiers is another.

The infliction of the usual punishment having been prohibited by law, an extension of the other conservative principle may be naturally and even necessarily resorted to. An increase, therefore, of the guards of the several ships-of-war may become useful under such circumstances, and I do not hesitate in asserting that such an increase by well-drilled soldiers will be eminently beneficial. In this view I am sustained by the opinion of most of the active officers of the navy; and so sustained, I can hardly fail in impressing on the department the propriety of at least giving to this subject the attention that may be due to it. The present guard is too small now to furnish the necessary sentinels without imposing too severe a duty on the soldier. An addition of one-third to the strength of the guard would relieve the men greatly in their duty on post.

Should you concur in opinion that a military guard is useful in preserving discipline and good order in a ship-of-war, a still larger addition to its strength is advisable—say two-thirds. Even this increase would make the guard small compared with those in the British service, where a line-of-battle ship has 150 marines, and frigates and other vessels comparatively as large a force, while the duty in each service is very much the same.

The present drill of the corps on shore is exclusively that of the infantry. The artillery drill, especially that of light artillery, would be highly beneficial in case of landing a force in a foreign country.

A battalion at headquarters and at New York would be sufficient for uniting the artillery with the infantry drill, and thus add greatly to the efficiency of the soldiers of the corps.

The marine corps, as its appointments are now made, cannot long maintain a comparative efficiency with either the navy or army. Officers are introduced into it without the advantages of a military education, and consequently wholly unprepared for any service requiring an application of science. Graduates from West Point would supply this deficiency, and place the corps on a just and equal footing with the other arms of the service. Promotion is so slow in the marine corps, that several of its captains and even of its lieutenants have be-

come unfit for active duty, rendering it advisable that a retired list be resorted to for its greater utility and efficiency. It is my opinion that advantage of station, and even of rank, should attend an active, efficient, and faithful performance of duty.

I remain, with great respect, yours,

ARCH. HENDERSON,
Bvt. Brig. Gen. Commandant.

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

General return of the officers, non-commissioned officers, musicians, and privates of the United States Marine Corps, for the month of October, 1853.

Stations, &c.	Brig'r gen'l commandant.	Commissioned staff	Lieutenant colonel.	Majors.	Captains.	First lieutenants.	Second lieutenants.	Non-commissioned staff.	Orderly sergeants.	Sergeants.	Corporals.	Musicians.	Drummers.	Fifers.	Privates.	Aggregate.	Remarks.
Headquarters	1	3	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	5	Washington City marine barracks: Brigadier General Henderson, the adjutant and inspector, quartermaster, paymaster, and aid to brigadier general commandant.
Marine barracks at Washington City.	1	1	2	5	4	1	9	5	31	4	1	82	146	Nineteen privates returned here are boys learning music; Captain and Brevet Major Tuxrett on temporary leave of absence.
Guard at the navy yard, D. C..	1	1	.....	.....	1	.....	3	.....	1	1	20	28	Lieutenant Adams absent—sick in Bloomingdale insane asylum; one sergeant returned here is on duty in the assistant quartermaster's office. In addition to this aggregate, one drummer, one fifer, and seventeen privates joined temporarily from steamer Princeton on 12th instant.
Brooklyn, N. Y.....	1	.....	2	2	.....	1	6	2	.....	.....	.....	31	45	
Charlestown, Mass.....	1	.....	1	.....	.....	1	3	2	.....	1	1	28	38	In addition to this aggregate, one sergeant and five privates joined temporarily from sloop Dale.
Gosport, Va.....	1	.....	.....	.....	1	4	4	.....	1	1	19	31	
Philadelphia, Pa	1	.....	1	.....	.....	1	3	3	.....	1	1	35	46	

Portsmouth, N. H.....				1	1			1	1	2			1	14	21
Pensacola, W. F.....						1		1	1	2				24	29
Assistant quartermaster's office, N. Y.		1		1											2
Receiving-ship Pennsylvania					1			1	1	2		1	1	14	21
Receiving-ship North Carolina.....				1				1	1	2		1	1	34	41
Receiving-ship Ohio					1			1		2				20	24
Receiving-ship Union.....								1		2				12	15
Steamer Susquehanna					1			1	2	3		1	1	34	43
Steamer Mississippi.....				1				1	2	4		1	1	39	49
Steamer Michigan.....					1			1		2				6	10
Steamer Fulton								1		1				8	10
Steamer Princeton					1			1		2		1	1	20	26
Steamer Powhatan					1			1	2	3		1	1	37	46
Steamer Alleghany								1		2		1	1	17	22
Frigate Constitution				1				1	2	2		1	1	43	51
Frigate Columbia.....				1		1		1	2	3		1	1	37	47
Frigate Cumberland					1	1		1	2	4		1	1	40	51
Frigate Savannah					1	1		1	2	3		1	1	41	51
Frigate St. Lawrence.....					1			1	2	4		1	1	31	41
Frigate Macedonian.....					1			1	1	2		1	1	24	31
Sloop Saratoga.....					1			1		2		1	1	14	20
Sloop Vincennes.....								1	1	2		1	1	20	26
Sloop Vandalia.....						1		1	1	2		1		19	25
Sloop St. Louis						1		1		3		1	1	18	25
Sloop Cyane.....								1	1	2		1		18	23
Sloop Levant								1	1	2		1		19	24
Sloop Portsmouth						1		1		2		1	1	14	20
Sloop Plymouth.....								1	1	2		1	1	18	24
Sloop Albany								1		2				18	21
Sloop St. Mary's						1		1		2		1	1	20	26

Captain Lindsay on leave of absence for three months from 3d August, 1853, with permission to visit Europe.

March 31, 1853.

March 31, 1853.

October 31, 1853.

September 30, 1853; temporarily attached to Philadelphia barracks.

September 30, 1853. One drummer, one fifer, and seventeen privates returned here are temporarily attached to the New York barracks.

July 31, 1853.

This guard joined from Gosport, Va., September 2, 1853.

June 30, 1853.

October 31, 1853.

August 31, 1853.

August 31, 1853.

August 31, 1853.

May 31, 1853.

March 31, 1853.

April 30, 1853.

March 31, 1853.

September 30, 1853.

September 30, 1853; temporarily attached to Philadelphia barracks.

August 31, 1853.

August 31, 1853.

February 28, 1853.

September 30, 1853.

This guard joined from Philadelphia on September 26, 1853.

I. Doc. I.

General return of officers, &c.—Continued.

Stations, &c.	Brig'r gen'l commandant.	Commissioned staff.	Lieutenant colonel.	Majors.	Captains.	First lieutenants.	Second lieutenants.	Non-commissioned staff.	Orderly sergeants.	Sergeants.	Corporals.	Musicians.	Drummers.	Fifers.	Privates.	Aggregate.	Remarks.
Sloop Jamestown							1		1		2		1	1	18	24	July 31, 1853.
Sloop Preble									1		2				10	13	October 31, 1853.
Sloop Marion									1		2		1	1	18	23	August 31, 1853.
Sloop Dale.....									1		2		1	1	20	25	September 30, 1853. One sergeant and five privates returned here are temporarily attached to the Charlestown barracks.
Brig Bainbridge.....											1				5	6	October 31, 1853.
Brig Perry.....															4	4	May 10, 1853.
Brig Dolphin.....											1				5	6	This guard joined from Gosport, Va., on May 14, 1853.
Superintending recruiting service.			1													1	Lieutenant Colonel Miller; see remarks on G. R. of November, 1848.
Recruiting rendezvous, N. York					1				1	1					1	4	October 31, 1853.
Waiting orders					1											1	Captain Macomber, at New York.
Under orders.....					2		1			1	2			1	26	33	Captain Williams to navy yard at Washington City; Captain and Brevet Major Gillespie to Pensacola, W. F.; Lieutenant Boyd from Philadelphia on October 27, 1853; the sergeants, corporals, fifer, and twenty-six privates from the marine barracks at Washington City to Gosport, Va., for the steamer Saranac.
On special service.....													1	1		2	At the Naval School at Annapolis, Md.

On furlough						1												1	First Lieutenant and Brevet Captain Henry B. Watson, for twelve months from 10th May last. Lieutenant McNeill, from 12th July last, sick; Lieutenant Butterfield sick, with permission, on the 17th March last, to leave the United States for twelve months.
On leave of absence						1	1											2	
Total	1	4	1	4	13	20	20	4	40	53	99	31	34	30	995	1,349			

HEADQUARTERS OF THE MARINE CORPS, *Adjutant and Inspector's Office, Washington, November 16, 1853*

P. G. HOWLE, *Adjutant and Inspector.*

H. Doc. 1

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Table showing the number of commissioned, non-commissioned officers, musicians, and privates of the marine corps, on sea duty and under orders for sea duty, on the 14th November, 1853.

Vessels.	Captains.	First lieutenants.	Second lieutenants.	First sergeants.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.	Remarks.
Receiving-ship Pennsylvania		1		1	1	2	1	1	14	21	
Receiving-ship North Carolina	1			1	1	2	1	1	34	41	
Receiving-ship Ohio		1		1		2			20	24	
Receiving-ship Union				1		2			12	15	
Steamer Susquehanna		1		1	2	3	1	1	34	43	
Steamer Mississippi	1			1	2	4	1	1	39	49	
Steamer Michigan		1		1		2			6	10	
Steamer Saranac			1	1	1	2	1	1	28	35	
Steamer Fulton				1		1			8	10	Temporarily attached to the Philadelphia barracks, October 31, 1853.
Steamer Princeton			1	1		2	1	1	20	26	Temporarily attached to the Brooklyn barracks, October 31, 1853, with the exception of 2 corporals and 3 privates.
Steamer Powhatan		1		1	2	3	1	1	37	46	
Frigate Constitution	1			1	2	2	1	1	43	51	
Frigate Columbia	1		1	1	2	3	1	1	40	50	3 privates under orders to this guard from New York, November 11, 1853.
Frigate Cumberland		1	1	1	2	4	1	1	40	51	
Frigate Savannah		1	1	1	2	3	1	1	41	51	
Frigate St. Lawrence		1		1	2	4	1	1	31	41	
Frigate Macedonian		1		1	1	2	1	1	24	31	
Sloop Saratoga		1		1		2	1	1	14	20	
Sloop Vincennes				1	1	2	1	1	20	26	
Sloop Vandalia			1	1	1	2	1		19	25	
Sloop St. Louis			1	1		3	1	1	18	25	

Part iii A	Sloop Cyano.....				1	1	2	1	18	23
	Sloop Levant.....				1	1	2	1	19	24
	Sloop Portsmouth.....			1	1		2	1	14	20
	Sloop Plymouth.....				1	1	2	1	18	24
	Sloop Albany.....				1		2		18	21
	Sloop Germantown.....			1	1		2	1	20	26
	Sloop St. Mary's.....			1	1		2	1	20	26
	Sloop Jamestown.....			1	1		2	1	18	24
	Sloop Preble.....				1		2		10	13
	Sloop Marion.....				1		2	1	18	23
	Sloop Dale.....				1		2	1	20	25
	Brig Bainbridge.....						1		5	6
	Brig Perry.....								4	4
	Brig Dolphin.....						1		5	6
Total.....	4	10	11	32	25	76	26	23	749	956

Temporarily attached to Philadelphia barracks, October 31, 1853.

This guard was ordered from the barracks, Washington city, Boston, and 1 sergeant from receiving-ship North Carolina, November 11, 1853. The officer to be ordered.

HEADQUARTERS OF THE MARINE CORPS, *Adjutant and Inspector's Office, Washington, November 14, 1853.*

P. G. HOWLE, *Adjutant and Inspector.*

II. Doc. 1

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Table showing the additional number of guards, and the strength of each guard for sea duty, agreeably to the statement from the Navy Department of 14th November, 1853.

	Captains.	1st lieutenants.	2d lieutenants.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.
Razee Independence.....	1	.....	1	3	4	1	1	40
Frigate Congress.....	1	.....	1	3	4	1	1	40
Steam frigate San Jacinto.....	.....	1	.....	2	2	1	1	20
Steamer Massachusetts.....	.....	.....	.....	1	2	.....	.....	12
Sloop Decatur.....	.....	1	.....	2	2	1	1	20
Total.....	2	2	2	11	14	4	4	132

P. G. HOWLE,
Adjutant and Inspector.

HEADQUARTERS OF THE MARINE CORPS,
Adjutant and Inspector's Office, Washington, November 15, 1853.

No. 7.

HEADQUARTERS OF THE MARINE-CORPS,
Washington, September 29, 1853.

SIR: I enclose to the department estimates from the quartermaster's department for the year ending 30th June, 1855.

I remain most respectfully yours,

ARCH. HENDERSON,
Bvt. Brig. Gen., Commandant.

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

Estimate of the expenses of the Quartermaster's department of the United States marine corps, for one year, from the 1st July, 1854, to June 30, 1855.

There will be required for the quartermaster's department of the marine corps, for one year, commencing on 1st July, 1854, in addition to the balance then remaining on hand, the sum of one hundred and forty-seven thousand two hundred and forty-three dollars and twenty-five cents, as follows, viz:		
1. For provisions.....		\$29,984 75
2. For clothing		52,064 00
3. For fuel.....		14,194 50
4. For military stores, viz: pay of armorers, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments.....		8,000 00
5. For transportation of officers and troops, and for expenses of recruiting....		12,000 00
6. For repair of barracks, and rent of temporary barracks and offices where there are no public buildings for that purpose.....		6,000 00
7. For contingencies, viz: freight, ferriage, toll, cartage, wharfage, compensation to judges advocate, per diem for attending courts-martial, courts of inquiry, and for constant labor, house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, apprehension of deserters, oil, candles, forage, straw, furniture, bed sacks, spades, shovels, axes, picks, carpenters' tools, keep of a horse for the messenger, pay of matron, washerwoman, and porter at hospital, headquarters		25,000 00
Amount required.....		147,243 25

Respectfully submitted:

AUG. A. NICHOLSON, *Quartermaster Marine Corps.*

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations at 15 cents per day.	Rations at 20 cents per day.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen.....	512	33	.....	545	1	.....	\$29,838 75
Matron and washerwomen.....	.....	1	1	2	.....	1	146 00
Amount required .....	.....	.....	.....	.....	.....	.....	29,984 75

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$36 per annum	1,224	\$44,064 00
1,000 watch-coats, at \$8 each .....	.....	8,000 00
Amount required .....	.....	52,064 00

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
Commandant	1	36	4	36	4
Lieutenant colonel.....	1	26	.....	26	.....
Majors.....	4	26	.....	104	.....
Staff majors.....	3	26	.....	78	.....
Staff captains.....	1	21	2	21	2
Aid-de-camp.....	1	16	4	16	4
Captains.....	12	21	2	255	.....
Lieutenants, (first and second).....	23	16	4	379	4
Non-commissioned officers, musicians, privates, washerwomen, and servants.....	546	1	4	819	.....
Matron to hospital, headquarters.....	1	1	4	1	4
Hospital, headquarters.....	1	33	.....	33	.....
Hospitals.....	5	16	4	82	4
Armory at headquarters.....	1	30	.....	30	.....
Mess-rooms of officers.....	7	3	4	24	4
Offices of commandant and staff, and commanding officers of posts.....	15	7	.....	105	.....
Officers of days' room.....	7	3	4	24	4
Guard-rooms at barracks and navy yards.....	9	21	.....	189	.....
Stores for clothing and other supplies.....	3	5	.....	15	.....
One-fourth additional on 500 cords, the quantity supposed to be required for stations north of latitude 39°.....				125	.....
Total required.....				2,365	6
Which, at \$6 per cord, is.....				\$14,194	50

HEADQUARTERS OF THE U. S. MARINE CORPS,

Washington, October 7, 1853.

SIR: I enclose estimates from the office of the paymaster of the corps for the year ending 30th June, 1855.

I remain most respectfully yours,

ARCH. HENDERSON,

Bvt. Brig. General, Commandant.

Hon. J. C. DOBBIN,

Secretary of the Navy.

HEADQUARTERS MARINE CORPS,

Paymaster's Office, October 7, 1853.

SIR: I have the honor to enclose estimates in triplicate for pay and subsistence, and pay for undrawn clothing, for the United States marine corps, for the year ending June 30, 1855.

The estimate for the pay of captains, first lieutenants commanding, and second lieutenants, is thirty-five hundred and thirty-six dollars less than that of the preceding year, on account of deaths, &c, in those grades, and the consequent reduction of them to the original number. The estimate for longevity rations, and rations and clothing for officers'

servants, is also reduced fourteen hundred and thirty dollars from the same cause.

There is an increase of eighteen thousand five hundred and fifty-two dollars on account of pay of non-commissioned officers and privates, the President having ordered the enlistment of two hundred additional men, agreeably to the provision of the 1st section of the act making appropriations for the naval service, approved March 3, 1849, authorizing him to substitute marines for landsmen, as far as he may deem expedient, to promote the efficiency of the service.

In the estimate for pay of clerks to brigadier general and staff, I have included the twenty per cent., (which was a separate item in my last estimate,) and also a small increase to the pay of the two clerks in this office authorized by the Hon. Secretary of the Navy, August 8, 1853, the actual increase being only \$237 50.

The late Secretary, in November last, authorized an increase to the pay of hospital steward and nurse at hospital: the estimate for them is therefore three hundred and forty-one dollars more than the last.

The other items are the same as for the year ending June 30, 1854.

Increase in pay of non-commissioned officers and privates.....	\$18,552 00	
Increase in pay of clerks, hospital steward, and nurse.....	578 50	
	<hr/>	\$19,130 50
Decrease in pay of captains and lieutenants commanding, and second lieutenants....	3,536 00	
Decrease in pay of officers' servants, and longevity rations.....	1,430 00	
	<hr/>	4,966 00
Actual increase.....		<hr/> <hr/> 14,164 50

I am, sir, very respectfully, your obedient servant,
 WM. W. RUSSELL,
Paymaster U. S. Marine Corps.

Gen. A. HENDERSON,
Commandant Marine Corps, Headquarters.

Detail estimate of pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates, of the United States marine corps, and pay for undrawn clothing, from July 1, 1854, to June 30, 1855, inclusive.

Rank and grade.	Number.	PAY.			SUBSISTENCE.			Aggregate.	
		Pay per month.	Number of servants at seven dollars per month.	Number of servants at eight dollars per month.	Total.	Number of rations per day, at twenty cents per ration.	Number of extra or double rations per day, at twenty cents per ration.		Total.
Brigadier general, commandant	1	\$75 00	2	.....	\$1,068 00	6	6	\$876 00	\$1,944 00
Lieutenant colonel	1	60 00	2	.....	888 00	5	5	730 00	1,618 00
Majors.....	4	50 00	2	.....	3,072 00	4	4	2,336 00	5,408 00
Adjutant and inspector, paymaster and quartermaster.....	3	60 00	.....	2	2,736 00	4	.....	876 00	3,612 00
Assistant quartermaster	1	50 00	.....	1	696 00	4	.....	292 00	988 00
Captains commanding posts and at sea.....	8	50 00	1	.....	5,472 00	4	4	4,672 00	10,144 00
Captains.....	5	40 00	1	.....	2,820 00	4	.....	1,460 00	4,280 00
First lieutenants commanding guards at sea.....	7	40 00	1	.....	3,948 00	4	4	4,088 00	8,036 00
First lieutenants.....	13	30 00	1	.....	5,772 00	4	.....	3,796 00	9,568 00
Second lieutenants.....	20	25 00	1	.....	7,608 00	4	.....	5,840 00	13,520 00
Sergeant major and quartermaster sergeant.....	2	17 00	.....	.....	408 00	.....	.....	.....	408 00
Drum and fife majors.....	2	16 00	.....	.....	384 00	.....	.....	.....	384 00
Orderly sergeants and sergeants of guards at sea.....	40	16 00	.....	.....	7,680 00	.....	.....	.....	7,680 00
Sergeants.....	56	13 00	.....	.....	8,736 00	.....	.....	.....	8,736 00
Corporals.....	96	9 00	.....	.....	10,368 00	.....	.....	.....	10,368 00
Drummers and fifers.....	60	8 00	.....	.....	5,760 00	.....	.....	.....	5,760 00
Privates	1,108	7 00	.....	.....	98,112 00	.....	.....	.....	98,112 00

Clerks to brigadier general, adjutant and inspector, paymaster, quartermaster, and assistant quartermaster.....	9					7,016 16			7,016 16
Hospital steward.....	1	*1 50				547 50			547 50
Additional rations to officers for five years' service.....							207	15,111 00	15,111 00
Bounty for re-enlistment, (non-commissioned officers).....	25					819 00			819 00
Bounty for re-enlistment, (musicians and privates).....	125					1,750 00			1,750 00
Two months' pay for unexpired time of former enlistment.....	125					1,750 00			1,750 00
Two months' rations for unexpired time of former enlistment.....	125						†1	1,425 00	1,425 00
Two months' clothing for unexpired time of former enlistment.....	125							625 00	625 00
Officers' servants, at \$8 50 per month, for rations and clothing.....	72							7,344 00	7,344 00
Undrawn clothing.....								9,000 00	9,000 00
Clerk in clothing store at Norfolk.....	1	†23 44				281 28			281 28
Messenger at headquarters.....	1	*1 50				547 50			547 50
Messenger to assistant quartermaster.....	1	1 00				365 00			365 00
Nurse at hospital, headquarters.....	1	1 50				547 50			547 50
Total.....						179,223 94		58,471 00	237,694 94

* Per day.

† At 19 cents.

‡ Per month.

Respectfully submitted:

WM. W. RUSSELL, *Paymaster United States Marine Corps.*

HEADQUARTERS MARINE CORPS, *Paymaster's Office, October 7, 1853.*

RECAPITULATION—MARINE CORPS.

For pay.....	\$237,694 94
For provisions.....	29,984 75
For clothing.....	52,064 00
For fuel.....	14,194 50
For military stores.....	8,000 00
For transportation.....	12,000 00
For repairs of barracks, &c.....	6,000 00
For contingent.....	25,000 00
	<u>384,938 19</u>

No. 8.

General estimate of the sums required for the support of the office of the Secretary of the Navy, and the several bureaus of the Navy Department, for the fiscal year ending June 30, 1855.

Office, or bureau.	Salaries.	Contingent.
Office of the Secretary of the Navy.....	\$27,100 00	\$2,840 00
Bureau of Ordnance and Hydrography.....	10,800 00	750 00
Bureau of Yards and Docks.....	13,700 00	1,160 00
Bureau of Construction, Equipment, and Repair.....	20,800 00	1,100 00
Bureau of Provisions and Clothing.....	7,300 00	770 00
Bureau of Medicine and Surgery.....	7,900 00	630 00
	87,600 00	7,250 00

RECAPITULATION.

CIVIL.

Salaries..... \$87,600 00
 Contingent..... 7,250 00

Amount appropriated for 1853-'54.

Salaries..... 88,100 00
 Contingent..... 6,430 00

No. 9.

General estimate of the sums required for the expenses of the southwest executive building for the fiscal year ending on the 30th of June, 1855.

CIVIL.

For salaries..... \$2,250 00
 For contingent..... 3,865 00

Appropriated for 1853-'54.

Salaries..... 2,250 00
 Contingent..... 3,025 00

No. 10.

Summary statement of the estimates for the navy for the fiscal year 1854-'55.

HEADS.	Office of the Secretary of the Navy.	Bureau of Ordnance and Hydrography.	Bureau of Yards and Docks.	Bureau of Construction, Equipment, & Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregate.
NAVY PROPER.							
For pay of the navy	\$167,957 00	\$147,105 00	\$274,976 00	\$2,102,610 00	.....	.....	\$2,992,648 00
For provisions	\$686,200 00	.....	686,200 00
For surgeons' necessaries	\$35,575 00	35,575 00
For increase, repairs, &c	3,294,950 00	.....	.....	3,294,950 00
For ordnance and ordnance stores	250,000 00	.....	.....	.....	.....	250,000 00
For contingent enumerated	366,860 00	300,000 00	40,000 00	.....	706,860 00
	467,957 00	397,105 00	641,836 00	5,697,560 00	726,200 00	35,575 00	7,966,233 00
MARINE CORPS.							
For pay	237,694 94
For provisions	29,984 75
For clothing	52,064 00
For fuel	14,194 50
For military stores	8,000 00
For transportation	12,000 00
For repairs of barracks, &c	6,000 00
For contingent	25,000 00
	384,938 19

HEADS.	Office of the Secretary of the Navy.	Bureau of Ordnance and Hydrography.	Bureau of Yards and Docks.	Bureau of Construction, Equipment, & Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregate.
SPECIAL OBJECTS.							
<i>Navy Yards.</i>							
At Portsmouth, N. H.....			\$94, 190 00				
At Boston.....			250, 900 00				
At New York.....			357, 300 00				
At Philadelphia.....			41, 301 00				
At Washington.....			175, 100 00				
At Norfolk.....			196, 100 00				
At Pensacola.....			240, 320 00				
At Memphis.....			65, 000 00				
At Sackett's Harbor.....			5, 050 00				
<i>Hospitals.</i>							
At Boston.....			1, 000 00				
At New York.....			21, 800 00				
At Philadelphia.....			11, 670 00				
At Norfolk.....			1, 000 00				
At Pensacola.....			4, 581 00				
<i>Magazines.</i>							
At Boston.....			71, 365 00				\$1, 425, 261 00
							40, 051 00

At New York			43,809 00				
At Washington			10,900 00				
At Norfolk			16,100 00				
<i>Miscellaneous.</i>							141,974 00
Pay of superintendents			115,350 00				115,350 00
Nautical books, hydrographical office, &c		\$84,010 00					84,010 00
Naval Academy		53,768 00					53,768 00
Transportation of the mail	\$1,496,250 00						1,496,250 00
Nautical Almanac	22,680 00						22,680 00
	1,518,930 00	137,778 00	1,722,636 00				3,379,344 00

AGGREGATES—NAVY.

Navy proper		\$7,966,233 00
Marine corps		384,938 19
Special objects—		
Navy yards	\$1,425,261 00	
Hospitals	40,051 00	
Magazines	141,974 00	
Miscellaneous	1,772,058 00	
		3,379,344 00
		<u>11,730,515 19</u>

No. 11.

General estimate of the sums required for the support of the navy for the fiscal year commencing on the first day of July, 1854, and ending on the thirtieth day of June, 1855.

Heads of appropriation.	Estimated for 1854-'55.	Estimated for 1853-'54.	Appropriated for 1853-'54.
For pay of commission, warrant and petty officers, and seamen, including the engineer corps.....	\$2,992,648 00	\$2,771,448 00	\$2,880,148 00
For provisions for commission, warrant and petty officers, and seamen, including engineers, and also marines attached to vessels for sea service.....	686,200 00	686,200 00	686,200 00
For surgeons' necessaries and appliances for the sick and hurt of the navy, including the marine corps....	35,575 00	37,300 00	37,300 00
For increase, repair, armament and equipment of the navy, including the wear and tear of vessels in commission, fuel for steamers, and purchase of hemp for the navy.....	3,294,950 00	2,768,450 00	1,941,450 00
For ordnance and ordnance stores, including incidental expenses.....	250,000 00	230,000 00	200,000 00
For contingent expenses that may accrue for the following purposes, viz: freight and transportation; printing and stationery; advertising in newspapers; books, maps, models, and drawings; purchase and repair of fire-engines and machinery; repairs of, and attending to, steam-engines in navy yards; purchase and maintenance of horses and oxen, and driving teams; for carts, timber-wheels, and the purchase and repair of workmen's tools; postage of public letters; furniture for government houses; fuel, oil, and candles for navy-yards and shore stations; pay of watchmen, and incidental labor not chargeable to any other appropriation; transportation to, and labor attending the delivery of provisions and stores on foreign stations; wharfage, dockage, and rent; travelling expenses of officers and others under orders; funeral expenses; store and office rent; stationery; fuel; commissions and pay of clerks to navy agents and storekeepers; flags, awnings, and packing-boxes; premiums, and other expenses of recruiting; apprehending deserters; per diem pay to persons attending courts-martial and courts of inquiry, and other services authorized by law; pay to judges advocates; pilotage and towage of vessels, and assistance to vessels in distress; for bills of health, and quarantine expenses of vessels of the United States navy in foreign ports.	706,860 00	600,500 00	527,840 00
	7,966,233 00	7,093,898 00	6,272,938 00

No. 12.

General estimate of the sums required for the support of the marine corps for the fiscal year commencing on the first day of July, 1854, and ending on the thirtieth day of June, 1855.

Heads of appropriation.	Estimated for 1854-'55.	Estimated for 1853-'54.	Appropriated for 1853-'54.
For the pay of the officers, non-commissioned officers, musicians and privates, clerks, messengers, stewards, servants, &c., for rations and clothing for servants, subsistence and additional rations for five years' service of officers, for undrawn clothing and rations, bounties for re-enlistments, and pay for unexpired terms of previous service.....	\$237,694 94	\$223,530 44	\$223,530 44
For provisions for marines serving on shore.....	29,984 75	29,984 75	29,984 75
For clothing.....	52,064 00	52,064 00	52,064 00
For fuel.....	14,194 50	14,194 50	14,194 50
For military stores, repairs of arms, pay of armorer, for accoutrements, ordnance stores, flags, drums, fifes, and musical instruments.....	8,000 00	8,000 00	8,000 00
For transportation of officers and troops, and expenses of recruiting.....	12,000 00	12,000 00	12,000 00
For repairs of barracks, and rent of temporary barracks and offices.....	6,000 00	6,000 00	6,000 00
For contingent expenses, viz: freight, ferriage, cartage, and wharfage; compensation to judges advocate; per diem for attending courts-martial and courts of inquiry; for constant labor; house rent, in lieu of quarters; burial of deceased marines; printing, advertising, stationery, forage, postage, pursuit of deserters, candles, oil, straw, furniture, bed sacks, spades, shovels, axes, picks, and carpenters' tools; expense of a horse for messenger; pay of matron, washerwoman and porter, for the hospital at headquarters.....	25,000 00	25,000 00	25,000 00
	384,938 19	370,773 69	370,773 69

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No. 13.

General estimate of the sums required for special objects under the Navy Department for the fiscal year commencing on the first day of July, 1854, and ending on the thirtieth day of June, 1855.

Heads of appropriation.	Estimated for 1854-'55.	Estimated for 1853-'54.	Appropriated for 1853-'54.
For improvements and repairs at navy yards and stations.....	\$1,425,261 00	\$2,197,934 05	\$1,059,500 00
For repairs of hospital buildings and their dependencies.....	40,051 00	56,493 93	54,393 93
For repairs of magazine buildings and their dependencies.....	141,974 00	17,235 00	17,235 00
For the pay of superintendents, naval constructors, and civil establishments of navy yards and stations...	115,350 00	108,650 00	108,650 00
For nautical books, maps, charts, and binding; instruments, and repairs thereof; extension of west wing of Observatory building, and for iron fence; and all expenses of the Hydrographical office.....	84,010 00	51,900 00	51,900 00
For improvement and repair of buildings and grounds, and support of the Naval Academy at Annapolis, Maryland.....	53,768 00	84,059 00	84,059 00
For transportation of the mail.....	1,496,250 00	1,496,250 00	1,496,250 00
For preparing for publication the American Nautical Almanac	22,680 00	19,400 00	19,400 00
	3,379,344 00	4,031,921 98	2,891,387 93

No. 14.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE,

October 10, 1853.

SIR: I have the honor to transmit herewith two copies of the abstract of the expenditures under the head of contingent expenses, as settled and allowed at this office, from the 1st of July, 1852, to the 30th of June, 1853.

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

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

No. 14.—Abstract of expenditures, under the head of "contingent expenses," as settled and allowed at the office of the Fourth Auditor of the Treasury, from July 1, 1852, to June 30, 1853, inclusive.

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No. of report.	Date.	Names.	Rank.	Contingent expenses.	Marine corps contingent expenses.	Purposes.
9628	July 6	McK. Buchanan	Purser.....	\$9, 156 69	.....	Labor of mechanics, &c., at navy yard, New York, &c.
9630	8	Wm. Sloanaker	Navy agent	5, 070 52	.....	Travel, freight, stationery, &c.
9631	10	J. Y. Mason	Purser.....	2, 301 27	.....	Pilotage, funeral expenses, &c.
9632	14	D. Fauntleroy.....	do.....	50 00	.....	Pilotage.
9633	14	W. Hindman	Acting purser.....	25 00	.....	Apprehending deserters.
9638	16	W. L. Herndon.....	Lieutenant	6, 871 25	.....	Extra pay, &c., while surveying the Amazon.
9640	19	E. O. Perrin.....	Navy agent.....	3, 292 56	.....	Advertising, clerk hire, travel, &c.
9645	21	E. T. Dunn.....	Purser.....	7, 038 96	.....	Labor on rolls at navy yard, &c.
9648	23	J. H. Lathrop.....	Navy agent.....	11, 070 75	.....	Travel, stationery, advertising, &c.
9651	26	H. M. Heiskell.....	Purser.....	2, 243 02	.....	Labor on rolls, postage, &c.
9652	27	T. M. Taylor	do.....	2, 306 03	.....	Transportation of specie, travel, rent, &c.
9653	27	W. Hindman	Navy agent.....	765 55	.....	Travel, &c.
9657	31	L. Warrington.....	Purser.....	3, 483 91	.....	Labor on mechanics' and watchmen's rolls, &c.
9658	Aug. 2	C. H. Ladd.....	Navy agent.....	1, 758 85	.....	Stationery, freight, travel, &c.
9660	3	B. D. Heriot	do.....	766 35	.....	Travel, &c.
9663	9	R. M. Price	Late purser	6, 840 80	.....	Travelling expenses, office rent, &c.
9664	9	J. Follansbee.....	Chief engineer.....	468 10	.....	Travel from California to New York.
9666	12	D. B. Wright.....	Navy agent.....	5, 564 45	.....	Travel, freight, advances, &c.
9668	14	F. G. McCauley.....	Purser.....	6, 093 56	.....	Mechanics' roll, labor, portorage, postage, &c.
9673	20	R. W. Cushman	Acting purser.....	235 16	.....	Pilotage, postage, &c.
9675	24	J. H. Wright.....	Navy agent.....	8, 641 63	.....	Travel, freight, &c.
9679	28	W. Sloanaker.....	do.....	5, 821 18	.....	Advertising, freight, travel, &c.
9680	28	J. Cormick.....	Surgeon	521 50	.....	Travelling expenses from New York to California.
9681	28	C. H. Wheelwright.....	Passed assistant surgeon.....	537 00	.....	Travelling expenses from Boston to California.
9702	Sept. 9	Baring Brothers & Co.....	Navy agents	6, 518 08	.....	Commissions, interest, &c.
9703	14	F. Mallory	do.....	8, 809 56	.....	Freight, travel, &c.
9706	16	E. McCall & Co.....	do.....	4, 691 20	.....	Premium on dollars, postage, &c.
9710	21	D. B. Phillips.....	Assistant surgeon.....	550 00	Travel from California to New York.
9717	24	S. R. Knox.....	Acting purser.....	1, 641 20	Pilotage.

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9720	29	J. De Bree.....	Purser.....	19,332 66	Labor on rolls, postage, &c.
9725	Oct. 2	J. Wiley.....	Lieutenant marine corps	6 75	Quarters.
9726	2	W. Hindman.....	Acting purser.....	10 00	Apprehending a deserter.
9727	5	T. M. Taylor.....	Purser.....	417 54	Travel, freight, pilotage, &c.
9729	6	Baring Brothers & Co.....	Navy agents.....	4,666 47	Commissions, interest, &c.
9731	7	H. M. Heiskell.....	Purser.....	2,175 89	Labor on mechanics' and watchmen's rolls, &c.
9736	13	R. T. Allison.....	do.....	332 13	Funeral expenses, boat hire, &c.
9737	13	W. Hindman.....	Navy agent.....	2,515 25	Travel, freight, postage, &c.
9739	13	M. P. Jones.....	Passed midshipman.....	427 50	Travel, California to ———.
9741	16	P. C. Johnson.....	do.....	23 00	Mileage from Washington to Norfolk.
9742	19	J. Y. Mason.....	Purser.....	56 00	Premium on American gold.
9743	20	J. C. Eldridge.....	do.....	418 95	Postage, pilotage, &c.
9744	20	W. H. Le Roy.....	Navy agent.....	16,205 54	Travel, advertisements, freight, &c.
9747	21	J. T. McLaughlin.....	Late lieutenant.....	214 50	Travel.
9748	21	J. G. Heilmann.....	Midshipman.....	23 00	Do.
9749	23	J. R. Hamilton.....	Passed midshipman.....	108 70	Do.
9750	25	W. Smith.....	Lieutenant commanding.....	432 38	Coal, pilotage, postage, &c.
9751	25	H. Etting.....	Purser.....	599 90	Paid to a judge advocate.
9753	28	D. Green.....	For boatswain.....	50 00	Travel.
9754	Nov. 1	W. V. Taylor.....	Captain's clerk.....	500 00	Do.
9757	2	G. F. Cutter.....	Purser.....	6 93	Transportation of specie, and postage.
9758	2	J. D. Sloat.....	Captain.....	4,414 51	Expenditures in California, &c.
9760	3	R. W. Meade.....	Lieutenant.....	1,192 60	Travelling expenses.
9764	5	S. Forrest.....	Purser.....	8,112 53	Labor on rolls at navy yard.
9766	6	J. H. Lathrop.....	Navy agent.....	14,297 11	Travel, freight, postage, &c.
9767	10	S. P. Todd.....	Purser.....	5,412 25	Labor on navy yard rolls, &c.
9776	13	C. Price.....	Lieutenant.....	512 50	Travel.
9777	13	H. Sprague.....	Late consul.....	2,657 91	Hulk rent, for coal, &c.
9778	13	do.....	do.....	1,292 50	Storage of coal, commissions, &c.
9783	17	B. D. Heriot.....	Navy agent.....	364 51	Pilotage, travel, &c.
9784	18	E. C. Hino.....	Late gunner.....	44 50	Travel.
9786	20	L. Warrington.....	Purser.....	3,927 98	Labor on navy yard rolls, &c.
9788	26	H. B. Sawyer.....	Commander.....	41 58	Wood and postage.
9789	26	S. L. Phelps.....	Acting master.....	827 52	Travelling expenses.
9790	27	J. B. Rittenhouse.....	Purser.....	783 36	Travel, &c.
9793	30	E. O. Perrin.....	Acting purser.....	1,864 86	Labor at navy yard, Memphis.
9794	30	do.....	Navy agent.....	2,010 45	Advertising, travel, &c.
9799	Dec. 8	J. H. Wright.....	do.....	11,564 76	Travel, freight, &c.
9800	9	N. White.....	Purser.....	6,415 85	Pilotage, funeral expenses, travel, &c.

No. 14—Continued.

No. of report.	Date.	Names.	Rank.	Contingent expenses.	Marine corps contingent expenses.	Purposes.
9801	Dec. 10	C. H. Ladd	Navy agent.....	\$2,509 63	.....	Travel, advertising, stationery, &c.
9802	13	T. M. Taylor	Purser.....	1,031 58	.....	Pilotage, apprehension of deserters, stationery, &c.
9804	15	J. D. Sloat.....	Captain.....	45 00	.....	Travel.
9805	20	F. Mallory	Navy agent.....	9,450 02	.....	Stationery, freight, travel, &c.
9807	23	C. Murray.....	Purser.....	8,157 19	.....	Postage of Com. Morgan and others, pilotage, &c.
9808	24	B. D. Wright.....	Navy agent.....	2,739 80	.....	Travel, advertising, &c.
9809	27	L. D. Slamm	Purser.....	2,669 44	.....	Pilotage, postage, &c.
9810	Jan. 1	J. O. Bradford.....	do.....	8,667 39	.....	Labor on rolls of navy yard, &c.
9812	6	W. D. Hurst	Lieutenant	131 00	.....	Travel.
9815	13	B. J. Cahoon	Purser.....	113 92	.....	Postage, &c.
9831	27	F. B. McBlair	do.....	6,079 88	.....	Watchmen's and mechanics' rolls, postage, portorage, &c.
9834	Feb. 1	W. Hindman	Acting purser.....	20 00	.....	Apprehending a deserter.
9835	2	do.....	Navy agent.....	2,901 37	.....	Travel, stationery, advertising, &c.
9836	2	J. A. Fauns	Acting purser.....	100 60	.....	Travel.
9840	3	J. W. Cook	do.....	865 90	.....	Towing ship, pilotage, travel, &c.
9842	5	J. H. Lathrop	Navy agent.....	9,290 05	.....	Travel, advertising, &c.
9844	5	G. F. Cutter.....	Purser.....	20 95	.....	Postage and transportation of specie.
9848	10	McK. Buchanan.....	do.....	20,132 38	.....	Labor on rolls, postage, &c.
9851	16	J. V. B. Bleeker.....	do.....	2,756 55	.....	Pilotage, postage, funeral expenses, &c.
9854	24	W. H. Le Roy.....	Navy agent.....	15,509 57	.....	Freight, pilotage, stationery, &c.
9855	26	A. Bigelow	Commander.....	51 35	.....	Commission to consul for purchases.
9856	26	J. G. McPheeters	Late naval storekeeper.	4,086 23	.....	Clerk hire, store and office rent, travel, &c.
9858	Mar. 1	A. H. Gillespie	Brevet major	1,785 38	.....	Expenses in Mexico—special service.
9859	2	H. Mason	First assistant engineer	80 10	.....	Travel to Erie.
9862	2	A. A. Nicholson.....	Quarterm'r marine corps	.....	\$5,667 94	Quarters for officers, forage, postage, &c.
9863	4	B. D. Wright.....	Navy agent.....	4,404 79	.....	Travel, advertising, &c.
9864	7	C. Ap C. Jones	Lieutenant	230 83	.....	Travel.
9866	9	W. Sloanaker.....	Navy agent.....	10,695 09	.....	Freight, fuel, stationery, advertising, &c.
9867	9	J. H. Wright.....	do.....	12,403 16	.....	Pilotage, travel, &c.
9870	9	B. D. Heriot	do.....	365 21	.....	Travel, advertising, &c.

9872	11	C. H. Ladd.....	do.....	2,603 21	Stationery, travel, &c.
9875	18	L. Gibbon.....	Lieutenant.....	4,364 61	Expenses and pay while surveying the Amazon
9876	18	F. Mallory.....	Navy agent.....	13,044 81	Commissions, travel, stationery, &c.
9878	19	A. A. Harwood.....	Commander.....	251 00	Travel.
9879	23	T. M. Taylor.....	Purser.....	400 67	Travel and pilotage.
9880	25	J. A. Fawns.....	Acting purser.....	98 50	Travel.
9881	26	W. Hindman.....	do.....	25 00	Apprehension of deserters.
9887	April 1	H. M. Heiskell.....	Purser.....	4,474 50	Labor of mechanics, &c.
9892	" 6	W. Hindman.....	Navy agent.....	4,452 37	Travel, freight, stationery, &c.
9898	15	W. Sloanaker.....	do.....	11,902 07	Clerk hire, travel, &c.
9902	18	D. Walker.....	Purser.....	7,497 10	Labor on rolls, postage, &c.
9906	20	J. C. Douglass.....	do.....	1,703 10	Pilotage for "Fulton."
9907	22	do.....	Late purser.....	61 80	Cashing treasury draft, &c.
9908	23	J. R. T. Tattnell.....	Lieutenant marine corps.....	4 08	Quarters.
9909	25	J. H. Lathrop.....	Navy agent.....	20,452 41	Travel, advertising, &c.
9910	25	F. G. McCauley.....	Late purser.....	18 00	Pilotage.
9911	27	S. Forrest.....	Purser.....	6,120 01	Labor in navy yard, &c.
9921	28	A. A. Nicholson.....	Quarterm'r marine corps.....	5,367 72	Forage, postage, quarters, &c.
9922	30	W. H. Le Roy.....	Navy agent.....	17,952 53	Travel, commissions, &c.
9924	May 3	C. H. Ladd.....	do.....	4,686 84	Clerk hire, stationery, travel, &c.
9925	4	E. O. Perrin.....	do.....	6,759 83	Stationery, fuel, freight, &c.
9928	5	L. Warrington.....	Purser.....	5,909 50	Labor in navy yard, &c.
9929	7	D. Fauntleroy.....	do.....	6,120 57	Postage, labor, &c.
9931	9	J. M. Gilliss.....	Lieutenant.....	1,878 83	Travel, &c.
9932	10	B. D. Wright.....	Navy agent.....	5,452 76	Pilotage, freight, travel, &c.
9933	21	G. H. White.....	Purser.....	1,430 06	Recovering guns overboard, aid to ship, &c.
9935	25	L. Ashmun.....	Late purser.....	374 61	Pilotage, postage, &c.
9936	31	W. G. Temple.....	Passed midshipman.....	124 50	Travel.
9937	June 4	F. P. McBlair.....	Purser.....	1,061 82	Labor at navy yard, &c.
9938	11	J. Bryan.....	do.....	178 08	Apprehending deserters, pilotage, &c.
9941	15	E. O. Perrin.....	Acting purser.....	3,620 83	Labor at navy yard, &c.
9947	25	McK. Buchanan.....	Purser.....	13,362 70	
				501,095 56	11,035 66

No. 15.

TREASURY DEPARTMENT,
Second Comptroller's Office, August 15, 1853.

SIR: I have the honor to transmit, in duplicate, the annual statement of the appropriations for the Navy Department for the fiscal year 1852-'3, showing the balances of appropriations on the 1st of July, 1852; the appropriations made for the fiscal year 1852-'3; the repayments and transfers in same time; the amounts applicable to the service of the year 1852-'3; the amounts drawn by requisitions from the treasury in same period; and, finally, the balances on the 30th of June, 1853, with such sums specially designated as have been carried to the surplus fund. Prepared in pursuance of an act of Congress approved 1st of May, 1820.

Very respectfully, sir, your obedient servant,

T. PURRINGTON,
Acting Comptroller.

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

Statement of the appropriations for the service of the Navy Department, from July 1, 1852, to June 30, 1853; made in pursuance of the provisions of the second section of the act of Congress of May 1, 1820, entitled "An act in addition to the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

Hheads of appropriations.	Balances of appropriations July 1, 1852.	Appropriations for the fiscal year 1852-'53.	Repayments from July 1, 1852, to June 30, 1853.	Amounts applicable to the service of the fiscal year 1852-'53.	Amounts drawn by requisitions from the treasury during the fiscal year 1852-'53.	Balances June 30, 1853.
Pay of the navy.....	\$193, 194 15	\$2, 771, 698 00	\$264, 123 26	\$3, 229, 015 41	\$3, 228, 169 84	\$845 57
Provisions of the navy.....	374, 863 27	686, 200 00	24, 110 78	1, 085, 174 05	750, 802 60	334, 371 45
Contingent expenses.....	6, 690 68	527, 840 00	30, 364 68	564, 895 36	564, 831 99	63 37
Pay of superintendents, &c.....	19, 153 65	90, 960 00	1, 876 63	111, 990 28	89, 853 16	22, 137 12
Contingent expenses not enumerated.....	174 60			174 60	*174 60	
Increase, repairs, &c.....	545, 010 38	1, 798, 520 22	423, 429 97	2, 766, 960 57	2, 724, 036 97	42, 923 60
Navy hospital fund.....	177, 846 99		29, 325 80	207, 172 79	56, 467 07	150, 705 72
Navy yard, Portsmouth, N. H.....	8, 414 16	35, 041 23		43, 455 39	26, 976 00	16, 479 39
Navy yard, Boston.....	24, 296 94	28, 100 00	4, 916 99	57, 313 93	32, 546 00	24, 767 93
Navy yard, New York.....	23, 587 54	222, 106 95	6, 224 88	251, 919 37	225, 713 78	26, 205 59
Navy yard, Philadelphia.....	16, 273 19	40, 517 20	509 95	57, 300 34	29, 919 96	27, 380 38
Navy yard, Washington.....	23, 829 84	123, 778 00	11, 499 13	159, 106 97	107, 110 00	51, 996 97
Navy yard, Norfolk.....	5, 040 18	80, 732 20	1, 100 19	86, 872 57	64, 474 19	22, 398 38
Navy yard, Pensacola.....	24, 771 49	88, 044 00	5, 014 27	117, 829 76	102, 717 86	15, 111 90
Navy yard, Memphis.....	31, 352 08	47, 043 34	4, 011 31	82, 406 73	49, 916 53	32, 490 20
Navy yard, Sackett's Harbor.....	649 52	500 00	73 37	1, 222 89	1, 222 89	
Navy yard at San Francisco.....		100, 000 00	4, 987 07	104, 987 07	90, 778 07	14, 209 00
Depot at New Orleans.....	6, 480 00			6, 480 00	*6, 480 00	
Plans of buildings at Naval Depot, New Orleans.....	90 00			90 00	*90 00	
Clothing of the navy.....	590, 661 07		148, 094 86	738, 755 93	103, 621 42	635, 134 51

* Carried to the surplus fund.

STATEMENT—Continued.

Heads of appropriations.	Balances of appropriations July 1, 1852.	Appropriations for the fiscal year 1852-'53.	Repayments from July 1, 1852, to June 30, 1853.	Amounts applicable to the service of the fiscal year 1852-'53.	Amounts drawn by requisitions from the treasury during the fiscal year 1852-'53.	Balances June 30, 1853.
Surgeons' necessaries and appliances	\$27,308 94	\$37,600 00	\$5,604 79	\$70,513 73	\$54,679 65	\$15,834 08
Naval School at Annapolis.....	368 25	124,700 00	1,886 79	126,955 04	70,547 18	56,407 86
Meteorological observations.....	1,000 00	4,000 00	.....	5,000 00	5,000 00	.....
Nautical Almanac.....	8,331 00	19,400 00	.....	27,731 00	23,436 00	4,295 00
Prize money to captors in war with Mexico.....	41,135 32	.....	245 50	41,380 82	2,000 00	39,380 82
Hospital at Boston	1,967 33	500 00	163 74	2,631 07	1,288 60	1,342 47
Hospital at New York	30,469 28	13,993 00	.....	44,462 28	*19,504 50	24,957 78
Hospital at Philadelphia	10,838 00	5,666 00	760 00	17,264 00	†10,838 00	6,426 00
Hospital at Washington	333 00	400 00	.....	733 00	†333 00	400 00
Hospital at Norfolk	2,480 90	5,000 00	.....	7,480 90	5,162 48	2,318 42
Hospital at Pensacola	7,501 10	2,000 00	2,989 97	12,491 07	10,991 00	1,500 07
Books, maps, &c., of hydrographic office	16,768 66	49,470 00	10,497 37	76,736 03	48,578 93	28,157 10
Steam mail service.....	381,903 44	1,732,750 00	.....	2,114,653 44	1,564,933 61	549,719 83
Dry dock, Portsmouth, N. H.....	151,192 35	.....	23 22	151,215 57	||151,215 57	.....
Dry dock, Philadelphia.....	149 31	5,933 68	3,836 93	9,919 92	6,599 97	3,319 95
Dry dock, Pensacola.....	249,711 09	.....	.....	249,711 09	\$249,711 09	.....
Dry dock, California	2,950 00	360,000 00	.....	362,950 00	338,550 00	24,400 00
Navy magazine, Boston	498 63	200 00	.....	698 63	†498 63	200 00
Navy magazine, New York	1,358 48	1,000 00	13 51	2,371 99	**1,358 48	1,013 51
Navy magazine, Washington.....	1,600 00	150 00	.....	1,750 00	†1,600 00	150 00
Navy magazine, Norfolk	2,422 42	.....	.....	2,422 42	†2,422 42	.....
Examining various condensers.....	160 84	.....	.....	160 84	†160 84	.....
Investigating alimentary substances.....	.....	2,500 00	.....	2,500 00	2,000 00	500
Mexican hostilities.....	24,843 06	.....	1,313 44	26,156 50	†26,156 50	.....
Military contributions in Mexico.....	8,126 48	.....	.....	8,126 48	7,042 76	1,083 72

Suppression of the slave trade.....	413 06			413 06	‡ 413 06	
Purchase of marine paint, patent.....		1,500 00		1,500 00	993 00	507 00
Coal depôt at Key West.....		20,000 00		20,000 00		20,000 00
Survey of the coast from Apalachicola bay to Mis- sissippi.....		3,274 72		3,274 72	2,926 54	348 18
Additional pay to officers and men of the Arctic expedition.....		16,058 86		16,058 86	16,058 86	
Extra pay to officers serving in Pacific ocean.....		687,052 43	66,588 38	753,640 81	753,640 81	
Relief of widows, &c., of officers, &c., of brig Washington, act February 3, 1853.....		2,160 00		2,160 00	2,160 00	
Relief of widows, &c., of officers, &c., of brig Eper- vier, act March 3, 1817.....		72 00		72 00	72 00	
Relief of Gustavus A. De Russy, act July 21, 1852.....		362 00		362 00	362 00	
Relief of Commander Z. F. Johnson, act August 31, 1852.....		1,700 00		1,700 00	1,700 00	
Relief of Jacob G. Storer, act January 25, 1853.....		1,361 82		1,361 82	1,361 82	
Relief of William Speiden, purser; act January 13, 1853.....		4,495 18		4,495 18	4,495 18	
Relief of Alexander T. P. Garnett, act February 3, 1853.....		166 10		166 10	166 10	
Relief of Louis M. Goldsborough and others, act March 3, 1853.....		9,961 67		9,961 67	9,961 67	
Relief of Harlow Spaulding, act March 3, 1853.....		3,671 01		3,671 01	3,671 01	
Relief of Ward & Smith.....		1,986 84		1,986 84	1,986 84	
Relief of legal representatives of Walter Colton, act March 3, 1853.....		7,865 33		7,865 33	7,865 33	
Relief of Philo Smith, act January 22, 1853.....		19 96		19 96	19 96	
Payment for property destroyed by burning of the navy yard of Washington in 1814, act March 3, 1853.....		750 00		750 00	225 00	525 00
Pay of marine corps.....	37,130 74	217,983 44	35,037 86	290,152 04	271,912 36	18,239 68
Provisions, marine corps.....	3,023 09	19,984 75	3,636 90	26,644 74	24,555 84	2,088 90
Clothing, marine corps.....	313 87	49,416 00	4,911 80	54,641 67	54,641 67	
Contingent expenses, marine corps.....	99 11	25,000 00		25,099 11	25,099 11	
Fuel, marine corps.....	6,028 34	3,000 00	17 38	9,045 72	9,045 72	

* \$5,000 of this sum carried to civil list.

‡ \$2,900 85 carried to surplus fund.

** \$631 32 carried to surplus fund.

† \$2,442 42 carried to surplus fund.

§ \$11,119 13 carried to surplus fund.

¶ \$2,068 42 carried to surplus fund.

‡ Carried to surplus fund.

¶ \$480 63 carried to surplus fund.

†† \$1,313 44 carried to surplus fund.

STATEMENT—Continued.

Heads of appropriations.	Balances of appropriations July 1, 1852.	Appropriations for the fiscal year 1852-'53.	Repayments from July 1, 1852, to June 30, 1853.	Amounts applicable to the service of the fiscal year 1852-'53.	Amounts drawn by requisitions from the treasury during the fiscal year 1852-'53.	Balances June 30, 1853.
Transportation, marine corps.....	\$10 50	\$9,000 00	\$13,683 50	\$22,694 00	\$22,694 00	.....
Military stores, marine corps.....	28	8,000 00	50 95	8,051 23	8,051 23	.....
Repairs of barracks, marine corps.....	.....	6,000 00	529 62	6,529 62	6,529 62	.....
Total.....	3,092,756 00	10,107,185 93	1,111,454 79	14,311,397 32	12,091,120 87	2,220,276 45

RECAPITULATION.

Amount applicable to the service of the fiscal year 1852-'53, as per aggregate of fourth column	\$14,311,397 32
From which deduct amount of refunding and transfer requisitions, as per third column.....	1,111,454 79
Will show the amount applicable to the above period.....	13,199,942 53
From which deduct amount drawn by requisitions from the treasury, as per aggregate of fifth column.....	\$12,091,120 87
From which last sum deduct amount drawn by refunding and transfer requisitions, as per third column.....	1,111,454 79
	<hr/>
	10,979,666 08
	<hr/>
Will leave the aggregate of the sixth column of balances on June 30, 1853.....	2,220,276 45
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TREASURY DEPARTMENT, *Second Comptroller's Office, August 15, 1853.*

T. PURRINGTON, *Acting Comptroller.*