

List of papers accompanying the report of the Secretary of the Navy, December 4, 1854.

- A.—List of deaths, resignations, and dismissions, in the navy, since the last report.
- B.—Report of annual board of examiners, in relation to organization, condition, &c., of the Naval Academy.
- C.—Report, by the commandant of midshipmen, of the late cruise of the practice-ship.
- D.—Report of Commander Charles H. Davis, superintendent of American Nautical Almanac, in relation to its progress.
- E.—Report of Lieutenant J. G. Strain, in relation to a reconnaissance of the Isthmus of Darien.
- F.—Professor Alexander's report as to investigations and experiments upon the character of alimentary substances.
- 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 bureaus 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 Navy Department.
- No. 14.—Statement of the appropriations for the Navy Department, viz: balances of appropriations on the 1st of July, 1853; appropriations for the fiscal year 1853-'54; repayments and transfers in same time; the amounts applicable to the service of the year 1853-'54; the amounts drawn by requisitions from the treasury in the same period; and the balances on the 30th of June, 1854, with such sums specially designated as have been carried to the surplus fund.
- No. 15.—Abstract of expenditures under the head of contingent expenses, as settled and allowed at the office of the Fourth Auditor of the Treasury, from July 1, 1853, to June 30, 1854, inclusive.

A.

List of deaths in the navy, as ascertained at the department since December 1, 1853.

Name and rank.	Date.	Place.
<i>Captains.</i>		
Thomas W. Wyman	Feb. 24, 1854	Florence, Italy.
John Downes.....	Aug. 11, 1854	Charlestown, Mass.
<i>Commanders.</i>		
James B. Cooper.....	Feb. 5, 1854	Haddonfield, N. J.
Joseph Moorehead.....	June 11, 1854	Zanesville, Ohio.
Richard S. Pinckney.....	July 9, 1854	Charleston, S. C.
<i>Lieutenants.</i>		
Joseph H. Adams.....	Oct. 4, 1853	Macao, East Indies.
John A. Davis	Jan. 14, 1854	Washington, D. C.
John Matthews	Oct. 25, 1853	Drowned off Bonin islands, E. I
Simon F. Blunt	April 27, 1854	Baltimore.
Henry T. Wingate	May 4, 1854	Lexington, Mass.
John B. Randolph.....	July 20, 1854	Washington, D. C.
Alonzo B. Davis	Sept. 19, 1854	Wilmington, Del.
Samuel E. Munn.....	Nov. 23, 1854	Baltimore, Md.
<i>Surgeons.</i>		
A. G. Gambrill.....	Feb. 12, 1854	Hong Kong, China.
William L. Vanhorn.....	April 3, 1854	Memphis, Tenn.
Bailey Washington.....	Aug. 4, 1854	Washington, D. C.
William Turk.....	Nov. 20, 1854	Newark, N. J.
<i>Passed Assistant Surgeon.</i>		
Robert E. Wall.....	Dec. 15, 1853	Dinwiddie county, Va
<i>Passed Midshipmen.</i>		
Charles C. Hunter	May —, 1853	California.
James Armstrong.....	Sept. 18, 1854	Norfolk, Va.
<i>Midshipmen.</i>		
E. F. Coddington	Nov. 8, 1853	Malaga, Spain.
H. J. Weisman, (acting).....	Nov. 17, 1854	Annapolis, Md.
<i>Boatswains.</i>		
William Whitehead	April 9, 1854	Portsmouth, Va.
Felix Hewlett	Aug. 1, 1854	At sea.
<i>Gunners.</i>		
Samuel Allen.....	Jan. 22, 1854	Charlestown, Mass.
John Blight	Sept. 15, 1854	New York.

A—Continued.

Name and rank.	Date.	Place.
<i>2d Assistant Engineers.</i>		
Jackson R. Hatcher.....	Dec. 23, 1853	Norfolk, Va.
Eli Crosby.....	Jan. 24, 1854	Napa Roads, East Indies.
Samuel H. Houston.....	June 16, 1854	Naval Hospital, New York.
<i>Naval Storekeepers.</i>		
Robert Joyner.....	April 10, 1854	Navy Yard, Pensacola.
Hugh Jameson.....	April 27, 1854	Boston.

List of resignations in the navy since December 1, 1853.

Name and rank.	Date of acceptance.
<i>Lieutenants.</i>	
Edward Higgins.....	February 16, 1854.
John Contee.....	February 19, 1854.
J. Fenwick Stenson.....	February 20, 1854.
Charles H. Baldwin.....	February 28, 1854.
Robert W. Shufeldt.....	June 20, 1854.
C. St. George Noland.....	June 29, 1854.
Joseph C. Walsh.....	September 18, 1854.
James D. Bulloch.....	October 5, 1854.
<i>Surgeons.</i>	
Charles F. Guillou.....	September 16, 1854.
George Terrill.....	September 21, 1854.
<i>Passed Assistant Surgeon.</i>	
James B. Gould.....	March 6, 1854.
<i>Assistant Surgeons.</i>	
A. A. Franklin Hill.....	April 6, 1854.
Richard B. Tunstall.....	October 31, 1854.
<i>Purser.</i>	
Joseph Bryan.....	May 31, 1854.
<i>Passed Midshipmen.</i>	
Robert Clay Rogers.....	January 31, 1854.
Henry C. Hunter.....	April 27, 1854.
A. F. Monroe.....	July 14, 1854.
John Wilkes, jr.....	November 3, 1854.
Gustavus Harrison.....	November 3, 1854.
<i>Midshipmen.</i>	
William H. Toon.....	December 8, 1853.
Charles L. O. Hammond.....	March 23, 1854.

A—Continued.

Name and rank.	Date of acceptance.	
Jeremiah C. Sullivan	April	14, 1854.
Edward J. Means	June	19, 1854.
John P. Brintnall	June	21, 1854.
James H. Rowan	July	23, 1854.
William McN. Armstrong	October	4, 1854.
<i>Acting Midshipmen.</i>		
Henry B. Dox	February	10, 1854.
John Crawford	April	26, 1854.
Richard L. Gorman	May	2, 1854.
Edwin H. Dooley	May	3, 1854.
W. G. McCandless	May	4, 1854.
William W. Ashe	June	22, 1854.
Charles E. Cushman	June	22, 1854.
H. L. Ingraham	June	22, 1854.
Charles S. Wagstaff	June	22, 1854.
Henry L. Warren	October	25, 1854.
D. H. Ingraham	October	26, 1854.
John B. Campbell	October	27, 1854.
Titus T. Holliday	November	1, 1854.
De Wayne Stebbins	November	4, 1854.
<i>Boatswains.</i>		
Edward Brady, (acting)	April	8, 1854.
John Crosby	September	18, 1854.
<i>Gunners.</i>		
Thomas P. Venable	May	15, 1854.
Andrew A. Randall	November	27, 1854.
<i>Acting Sailmaker.</i>		
Alexander Davis	June	5, 1854.
<i>1st Assistant Engineer.</i>		
Edward A. Whipple	February	20, 1854.
<i>3d Assistant Engineers.</i>		
Henry C. Jewell	January	11, 1854.
Cornelius T. Parke	May	31, 1854.
Samuel O. Shorey	June	3, 1854.
Hiram Haines	July	4, 1854.
John C. Mitchell	November	16, 1854.
MARINE CORPS.		
<i>Brevet Major and Captain.</i>		
A. H. Gillespie	October	14, 1854.
<i>Naval Storekeeper.</i>		
Joseph C. McKibbin	July	19, 1854.

A—Continued.

List of dismissions in the navy since December 1, 1853.

Name and rank.	Date of dismissal.
<i>Captain.</i>	
Samuel W. Downing	September 11, 1854.*
<i>Master.</i>	
Wesley W. Bassett.....	September 22, 1854.
<i>Passed Midshipman.</i>	
Samuel P. Griffin	June 15, 1854.
<i>Midshipmen.</i>	
Chastain C. Cannon.....	July 25, 1853.
John N. Quackenbush	January 3, 1854
<i>Acting Midshipmen.</i>	
Charles D. Lallande.....	February 28, 1854.
Walter Barrett	February 28, 1854.
E. S. Allen.....	February 28, 1854.
Albert S. Carriere	February 28, 1854.
F. W. Bond.....	February 28, 1854.
R. J. Hosmer	February 28, 1854.
R. Y. Holley	February 28, 1854.
F. P. Vultee	February 28, 1854.
J. R. Orton	February 28, 1854.
Henry J. Bishop.....	February 28, 1854.
Fitz Henry Wheeler	February 28, 1854.
Clarence Hunter.....	February 28, 1854.
Samuel M. Butler.....	May 20, 1854.
Samuel A. Smith.....	June 16, 1854.
<i>Boatswain.</i>	
Frederick Dunbar, (acting)	December 20, 1853.
<i>Carpenter.</i>	
Hugh Lindsay	December 9, 1853.
<i>3d Assistant Engineer.</i>	
Frederick G. Sumwalt.....	September 29, 1854.
<i>Navy Agent.</i>	
Isaac Hull Wright	October 4, 1854. †
<i>Timber Agent.</i>	
Erasmus D. Tracy	January 7, 1854.

* Cashiered.

† Commission expired.

B.

U. S. NAVAL ACADEMY, ANNAPOLIS, MD.,

June 19, 1854.

SIR: The Board of Examiners had the honor, on the 9th instant, to submit a full report of their proceedings under that portion of your order of the 30th of May relating to the examination of the classes of midshipmen at the Naval Academy, and they have since proceeded to carry out the latter part of your instructions, and now submit their final report.

The acting midshipmen in attendance at the Naval Academy embrace all who have been appointed since October, 1851, and are divided into four classes.

The first class is composed of but six members, selected with others, for their proficiency, from the appointees of 1851, to form an advanced class, which was expected to accomplish the course of study prepared for four years in three years.

Those six young gentlemen have accomplished their task, and acquitted themselves in all the branches, practical and theoretical, in a manner that entitles them to the best praise the board can bestow. It is not too much to say, that their professional accomplishments are of the highest order.

This is the first class that has graduated at the academy under the new plan of organization adopted in 1851, and the results of its examination afford the most satisfactory evidence of the capability of the institution to supply the navy with officers accomplished in every useful professional branch, both practical and scientific.

In seamanship, naval tactics, and naval architecture; in gunnery, infantry tactics, and the use of the small-sword; in the construction and management of steam-engines; in mathematics, nautical astronomy, and surveying, together with the management and adjustment of the instruments used in those branches; in speaking and writing the French and Spanish languages, and in the English studies, each member of this class has exhibited remarkable proficiency.

The board were also very favorably impressed by the examination of the younger classes, and feel assured that at their final examination they will not be less distinguished than the class just graduated, whose example is so worthy of their imitation.

The proficiency of the first sections of the 3d and 4th classes deserves to be specially noticed.

In watching the progress of this examination, it has occurred to the board, that many of the acting midshipmen are admitted into the academy at ages when their minds are not sufficiently developed to enable them to master the course of study through which they are expected to pass. The regulations allow their admission between the ages of fourteen and sixteen. The board are decidedly of opinion that the period of admission should be from fifteen to seventeen years; and in view of the manifest advantages that the acting midshipmen derive from their service in the practice-ship, the board would respectfully suggest that chapter eight of the regulations be so amended as

to require them to serve but two years at sea, after leaving the academy, before they are made to present themselves for final examination.

The examination of the classes of acting midshipmen in seamanship, has furnished the most gratifying evidence of the practical advantages to be derived from the annual cruise in the practice-ship, and from the boat service at the academy.

The midshipmen who acquitted themselves most creditably in this branch before the board, and who have served four and five years at sea, did not exhibit a greater knowledge of seamanship than did the acting midshipmen of the first class, who have made two cruises in the practice-ship under the immediate instruction of officers appointed for that purpose; and in making this comparison, the board do not intend to undervalue the proficiency of the midshipmen, but merely to bring more prominently to notice the superior excellence of the system of instruction as pursued at the academy.

Notwithstanding the high commendation that the board have deemed justly due to this department, they are satisfied that the means and appliances for conducting the instruction are defective. They beg leave to refer to the report of their predecessors on this subject, and to urge upon the department the importance of providing the academy with a practice-ship adapted in all respects to its wants, and fitted with auxiliary steam-power, that the acting midshipmen may have a better opportunity than they now enjoy, of acquiring a thorough acquaintance with the management of the steam-engine, a branch of knowledge now only second in importance to that of seamanship. The board were surprised that, with the very inadequate means possessed by the academy for instruction in this department, so great a degree of proficiency could have been attained, and it has suggested to their minds the important inquiry, whether it will not be practicable, when the academy shall have furnished to the navy a larger number of young officers well instructed, practically and theoretically, in the use and management of the steam-engine, to expect and require of them all the duties of the engineer, as well as those of the seaman and navigator; so that when they reach the rank of commanding officers, they may be able to direct intelligently and efficiently the labors of all classes of officers under their command.

In view of the great and growing importance of the steam-engine, as applied to ships-of-war, the board have given very mature consideration to this subject, and are satisfied that the union of the duties of engineer with those of the sea-officer, so far from being incompatible, will be found entirely practicable and of decided advantage.

The watches may be so arranged as to give to each officer, who leaves the academy, his regular tour of duty at the engine and on deck, and thus an intimate knowledge of the duties of the engineer and sea-officer may be kept up at the same time.

This system might be put in partial operation from the present time, and when the number of graduates are sufficient to fill all the positions at the engines of our naval steamers, its great practical utility would, in the opinion of the board, be very apparent.

The board have made this suggestion for the consideration of the

department, believing that its adoption will ultimately tend to the greater efficiency of the navy.

In this connexion the board would suggest that a greater portion of time should be allotted for the instruction in the management and construction of the steam-engine, than is provided for in the programme of studies as at present arranged.

In further execution of your instructions, the board have made a careful examination of the system of police and discipline, and of the general management of the institution, and are satisfied that they are eminently judicious, and calculated to secure good order and regularity in all the departments and business of the academy.

The salubrity of the location of the academy, and the regulations for the security and preservation of the health of the students, need no other commendation than the mention of the fact, that but one death has occurred among the students since the establishment of the academy, in October, 1845, a period of nearly nine years.

The board made a careful inspection of all the public halls, dormitories, hospital, grounds, practice-ship, and all the apparatus of every description. The buildings are plain and substantial, and well adapted in their internal arrangements to the purposes for which they were erected.

The institution is well provided with apparatus in the departments of astronomy, natural philosophy, and gunnery; a new hospital is in progress of erection; a substantial wall and pavement are nearly completed around the additional grounds, recently acquired by purchase; and the public grounds are undergoing such improvements as can be made by the limited force now at the disposal of the superintendent.

The northern water-front of the academy grounds is at present in a very exposed state, and is much in need of a strong wall to protect it from washing. The board beg leave to second the superintendent's application for an appropriation for this purpose, and to add that they deem it an improvement essential to the security of the foundations of the recitation and mess halls, the chapel and dormitories, erected along the bank of the Severn.

The removal of the houses occupied by the commandant of midshipmen, and several of the professors, from their present positions to the wall along Hanover street, would add greatly to the available space within the enclosure, which the board deem very desirable, as an additional mode of contributing to the contentment of the students, who are necessarily restrained from going beyond the walls.

The board desire to invite the attention of the department to several other subjects which, in their judgment, have a direct and important bearing upon the interests of the institution.

The association of the midshipman who has reached the age of manhood, and served four or five years in our ships-of-war, unaccustomed to the confinement of study and the restraints that are necessarily imposed at an institution of this kind, with the acting midshipman of tender years, who has just been appointed to the academy, is evidently injurious to both classes; and, although there does not appear to be an immediate remedy for the evil, the board would respectfully state, that its existence may be shortened by calling from foreign service all

the midshipmen of the dates of 1849 and 1850 in time to join their respective classes at the academy in October of the present and next year.

In the opinion of the board, the compensation now allowed to the professors and instructors is not sufficient to secure and retain the services of gentlemen who are qualified in the highest degree to fill those important stations. The prosperity of the institution depends, in a great measure, upon the efficiency of its academic staff; and unless these positions are made at least as desirable in point of compensation as those at the best institutions of learning in the country, the academy will not be able to command the services of the best instructors. The board would respectfully recommend that the compensation of the academic staff of this institution should be made to correspond as nearly as possible with that of West Point, and that the legislation which may be necessary to accomplish this desirable end be made to cover the cases of such officers of the navy as may perchance be called hereafter to fill any position in the staff.

From the careful examination that the board have made of the institution, in all its details, they are fully satisfied, that to apply the system of rotation in service that prevails in the navy to all the positions that officers are called upon to fill here, would have a very prejudicial effect upon the interests of the academy. The duties that devolve upon the officers of the navy at this institution are distinct in their character, and require peculiar qualifications. The usefulness of the institution may be seriously impaired by frequent changes and unfortunate selections. The board cannot too urgently press upon the department the consideration of this important point.

In conclusion, the board desire to record their appreciation of the valuable and efficient services of the superintendent and his subordinates, and having completed all the duties required by your order of the 30th of May, will adjourn *sine die*.

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

J. McKEEVER,

President of the Board of Examiners.

Hon. J. C. DOBBIN,

Secretary of the Navy, Washington.

C.

U. S. NAVAL ACADEMY, ANNAPOLIS, MD.,

October 3, 1854.

SIR: I have the honor to transmit, herewith, a copy of the report of Commander Craven, of his last cruise in the practice-ship Preble;

And am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Superintendent.

Hon. J. C. DOBBIN,

Secretary of the Navy, Washington.

U. S. PRACTICE-SHIP PREBLE, ANNAPOLIS, MD.,

September 30, 1854.

SIR: In obedience to your instructions of the 19th of last June, the practice-ship (with the second and fourth classes of naval students embarked) sailed from this port on the 20th, anchored in Hampton roads on the 24th, was filled up with wood, water, and provisions, and finally left the Chesapeake, to proceed on her cruise, on the 28th of the same month.

The course of instruction to the young gentlemen, in seamanship, gunnery, and navigation, has been but little varied from that of the three previous cruises. In seamanship, they have been carefully taught to knot, splice, strap blocks, turn in dead-eyes, and fitting of rigging in all its details; and in their exercises they have been thoroughly drilled in loosing, furling, reefing, bending and unbending sails, sending up and down top-gallant yards and masts, housing lower yards and top-masts, &c., &c.

The young gentlemen of the second class have during the day-time always had charge of the deck, and in the execution of the daily routine of duties incident thereto, and in performing the various evolutions of tacking and wearing, box-hauling, &c., making and taking in sail, the majority of them have become quite proficient; and since our arrival in the Chesapeake, they have all had opportunities of witnessing the various methods of getting a ship under way, such as riding head to tide, with wind abeam, wind on the quarter, aft, and particularly that of riding head to wind and tide in a narrow channel; to get under way and avoid dangers on either beam and astern; and were also practised in working ship (tacking and wearing) without the use of the rudder. At the wheel in steering, and in the chains with the hand-lead, the members of both classes are quite expert; and there are several of them who, either as helmsmen or leadsmen, will compare well with our most experienced seamen.

In gunnery they have been fully exercised, but owing to the unfavorable weather at sea the practice at target-firing was necessarily abandoned; since our return to the Chesapeake, however, this very important practice has been resumed, and with the most satisfactory results. For the purpose of comparison, on three or more occasions, the guns of a broadside were equally divided between the crew of the ship and the acting midshipmen, and the results were, in each case, that the firing of the young gentlemen who had had the benefit of instruction at the academy was vastly superior to that of the crew, who had only been exercised at the guns for the time the ship had been at sea, and a majority of whom were, as far as acquaintance with the routine and exercises of a man-of-war are concerned, very much the kind of men we should have to depend on for manning our ships in case of war. To make this comparison more definite, I will state that on the morning of the 25th, out of twenty-three shot fired by the crew, *not more than four* struck within ten feet of the target, all the others being more or less wild in direction and elevation; while of the same number fired by the acting midshipmen, *not one* was *outside* of ten feet to the right or left of the target, and *any one* of them would have struck a ship's launch moored where the target was, (a distance of 940 yards;) and I think I

may confidently assert that *fifteen* out of the twenty-three shot fired by the young gentlemen were *within* two feet of the centre of the target, *two* of them struck the flag-staff, and five others were certainly within six or eight inches of it.

In navigation, the young gentlemen of the second class have been instructed in all of Bowditch's methods for ascertaining the position of a ship at sea; and since leaving Brest, they have been required to take turns in navigating the ship, handing into me at any hour of the day or night, as I might call upon them, the ship's approximate position.

The young gentlemen of the fourth class have been taught how to use the sextant, to ascertain the ship's position by dead reckoning, latitude by meridian observation of the sun, and to work out bearings and distances by the various methods in Bowditch.

Our visits to the ports of Plymouth, Cherbourg, and Brest were very interesting, and I hope instructive. The officers in command of those stations were very kind and polite in their attentions to us, and afforded us every facility for viewing and examining every part of their dock-yards, their work and machine shops, their ships in the course of construction, of being fitted for sea, and those in ordinary.

At Brest we visited their school-ship, *La Borda*; but as all the students were absent, we had no opportunity to examine into their system of instruction. Here we were particularly struck with the great care taken to train up expert seamen for their navy, and the importance attributed to that object. For this purpose there is a large ship, on board of which such as are destined for the service are taught to read and write, as well as gunnery and seamanship. For this latter branch of instruction they have two fine brigs, on board of which from two to three hundred boys, between thirteen and sixteen years of age, are daily exercised in getting under way, making and taking in sail, reefing and furling, and indeed in all the duties required of thorough seamen. Every six months about one thousand of the best qualified of them are draughted into the naval service.

In conclusion, sir, it affords me great pleasure to acknowledge my obligations to Lieutenants Tilghman and Marcy, and to Acting Masters Buckner and Philip, for their cheerful, prompt, and very efficient assistance in the various instructions imparted to the students.

Very respectfully, sir, your obedient servant,

THOS. T. CRAVEN,

Commandant of Midshipmen.

Com. L. M. GOLDSBOROUGH,

Superintendent U. S. Naval Academy,

Annapolis, Md.

D.

CAMBRIDGE, *October 20, 1854.*

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

Since the publication of the *Astronomical Ephemeris* and *Nautical*

Almanac for 1856, the whole force of the office has been employed in the preparation of the succeeding volume, that for 1857. The work has progressed steadily and regularly.

The experience of each preceding year has improved the mode of dividing the work among the assistants, and of adjusting the several parts to each other with the best economy of time and labor. This improvement may be carried still further.

The volume for 1857 will contain in the body of the work about the same number of pages of purely astronomical matter as that for 1856.

There is some difference in the occultations of planets and stars by the moon, which, this year, considerably exceed those of last year. The number of pages, including the explanation, will be a little more than five hundred; of which, between four hundred and seventy and four hundred and eighty are the results of calculation. Of these, above four hundred are completed, and either printed or in the printer's hands. The remainder are in a very advanced state of forwardness.

The appendix to the forthcoming volume will contain, besides the usual tables, the logarithms of the Le Verrier coefficients of the disturbing function, computed by the late Mr. Sears C. Walker, the final preparation of which for the press was interrupted by his death, and has since been completed by Prof. E. Otis Kendall, of Philadelphia.

The preparation of the volume for 1858 is commenced, and the greater part of the assistants will, in the course of the next month, be actively employed upon it.

The work of the next year will be distributed as follows:

Prof. Peirce, besides such special charge as may be assigned hereafter, will direct the construction of general tables, will make proof computations, and supply theoretical instruction when required. Prof. Winlock will be employed on the sun and Mercury, and will be assisted by Mr. Eastwood. Mr. J. D. Runkle, Mr. Wright, Mr. Kerr, Mr. Oliver, Mr. C. A. Runkle, and Mr. Eastwood, will be engaged on the moon's ephemeris; Mr. Safford on the lunar distances; Mr. Loomis on the moon culminating stars and moon culminations, and also in assisting Mr. Safford in differencing proofs and copying for the press; Mr. Sprague on the fixed stars; Prof. Kendall on Jupiter and Neptune; Mr. Downs on the occultations; Mr. Schubert on certain asteroids; Miss Mitchell on Venus; and Mrs. Bache in copying for the press.

Prof. Van Vleck will prepare the ephemeris of Saturn, and Prof. Hedrick those of Mars and Uranus.

In addition to the above, there is a certain amount of miscellaneous and incidental labor, which is distributed among the assistants. In general each assistant prepares his own pages for the press, and differences the stereotype proofs.

The recent discovery by Mr. Ferguson, of a new planet, which has conferred such distinction upon the National Observatory and on astronomy in America, affords me an opportunity of inviting the attention of the department to the manner in which these small planets, or asteroids, have multiplied since the establishment of the work under my charge.

In 1849, when the first appropriation was made, ten asteroids only

were known; the list is now increased to thirty-one. I have been in hopes, as the department is well aware, of obtaining the co-operation of foreign offices similar to this, in some general plan of treatment of the asteroids. But if I fail to bring this about—and there is no prospect of it at present—I shall be obliged to ask for additional means to enable us to take charge of them alone. Nothing, however, has been added to the estimates of the ensuing fiscal year; and there is still a hope that the proposal for a common contribution of labor on this subject, which would be honorable as well as advantageous, may finally find acceptance.

The long looked for Tables of the Sun, by P. H. Hansen, have appeared this year, and are introduced into the office. Corrections of the sun's ephemeris for the years '55 and '56, to suit it to these tables, have been computed and published. Prof. Hansen's tables have fully come up to the high expectations of astronomers, raised by the distinguished reputation of their author; they very much increase the facility and accuracy of computation in the ephemerides.

In addition to the regular duties of the office, during the past year, the following work has been accomplished:

1. There have been prepared and published a new and improved set of tables of the moon's parallax, constructed from recent formulæ of the late Mr. Sears C. Walker, and of the English astronomer Mr. Adams. They form a supplement to the first edition of the "Tables of the Moon," published in this office, and will be incorporated into the body of that work when a second edition is published.

2. A pamphlet containing Mr. George Bond's new method of quadratures, is in the course of publication. This is an improved method of taking account of the perturbations in order to the predicting a correct ephemeris of the asteroids. It will be printed for the use of the office.

3. A pamphlet containing the formulæ for computation, tables of data, and a chart of the annular eclipse of May 26th, 1854, was published jointly by the Smithsonian Institution and the Nautical Almanac.

I have the honor to transmit, in company with this report, the remaining copies of the estimates for the fiscal year ending 30th June, 1856, and the amount of expenditures, as directed in your communication of August 11.

During the past year changes have taken place among the assistants of the office by resignation and by new appointments. All of these have been already communicated, and have received the approval of the department, with one exception, which is the recent resignation of Mr. Bradford. The latter is now made known in a separate letter accompanying this report, in which I have submitted to the approval of the department some corresponding changes in the salaries. These changes are not great.

Finally, I have the honor to inform the department that the duties of the office are systematically arranged and regularly performed, and that the progress of the work has been, upon the whole, satisfactory.

Very respectfully, your obedient servant,

CHARLES HENRY DAVIS,

Commander, Superintendent Nautical Almanac.

HON. JAMES C. DOBBIN,

Secretary of the Navy, Washington, D. C.

E.

WASHINGTON, *October 25, 1854.*

SIR: I have the honor to inform you that, in obedience to your order, I organized my party for the exploration of the Isthmus of Darien between Caledonia bay on the Carribean Sea, and the Gulf of San Miguel on the Pacific, and, reporting myself and party to Commander George N. Hollins, of the United States ship *Cyane*, sailed from the port of Philadelphia on the 20th of December last.

Touching at Carthagena, to communicate with the New Grenadian authorities, we arrived at Caledonia bay on the morning of the 17th of January of the present year. Since the breaking up of the Spanish establishments in this portion of the Isthmus, in about 1788, the Indians had shown an invincible repugnance to permitting access to their territory, which had effectually prevented any one from making a satisfactory examination, and we have no account of any one having landed on the shores except Messrs. Cullen and Gisborne, each of whom published reports which experience has shown to have been utterly fallacious. Finding that we had arrived in force, the Indians showed us more than ordinary courtesy, but begged that we would not land until the arrival of their chiefs or "old men."

On the 18th, a large number of the principal men came on board the *Cyane*, where a council was held by Commander Hollins, which lasted some eighteen hours. For a long time the Indians most tenaciously opposed our landing, but finally conceded the permission to traverse the country, stipulating that their private property, and especially their women, should be religiously respected.

On the evening of the 19th of January, my party landed and quartered for the night at the mouth of the Caledonia river, in an Indian fishing village which had been deserted before our arrival. Some provisions having been lost by the capsizing of a boat in our debarkation, we were detained until meridian, January 20, when we commenced our march up the valley of the Caledonia, one party following the bank, while another, which I accompanied, ascended the river in a canoe, which we were soon compelled to abandon owing to the shallowness of the river.

The party when they left the beach consisted of Passed Midshipman William T. Truxtun, First Assistant Engineer John M. Maury, and Midshipman H. M. Garland, United States Navy. The civil engineers and assistants were A. F. Boggs, S. H. Kettlewell, Sterett Hollins, G. U. Mayo. Dr. J. C. Bird was surgeon of the party. Theodore Winthrop, Mr. Holcomb, and Frederick Avery, were volunteers, serving without pay, but performing the duties of assistant engineers. In addition to these gentlemen were thirteen of the crew of the *Cyane*, volunteers who had been permitted to accompany me by commander Hollins.

Messrs. Ramon Castello Rada and Bernardo Polanco, commissioners sent by the government of New Grenada, in advance of the *Cyane*, to explain our peaceable intentions to the Indians, had also joined our party, which numbered in all twenty-seven men, well armed with carbines and muskets, and forty rounds of ammunition each.

With the exception of the seamen of the *Cyane*, the party were armed with Colt's pistols, with fifty rounds of ammunition for each. Every member of the party carried a blanket, and haversack containing ten days' provisions, which, depending upon the official statements of Mr. Gisborne, I supposed would be sufficient to carry us across the country and back, although we had reason to believe that we could supply any deficiency from H. B. Majesty's steam-sloop *Virago*, which had been stationed in Darien harbor, on the Pacific.

Our first day's journey terminated at a deserted Indian rancho, where we passed the night, and continued our journey early on the following morning. About 8 a. m. on the 21st, we arrived at a small branch of the river, which entered from the southward and westward, from which, owing to the scanty vegetation, which appeared to be destroyed by the inundations of the rainy season, we had a fine view of a large portion of the Caledonia valley.

Very much to my surprise, I found the whole valley enclosed by a semi-circular range of mountains abutting upon the seacoast range, and forming a barrier ranging in height from 3,500 to about 1,000 feet. Carefully examining the whole range with an excellent spy-glass, I could find no opening in any direction; but as Lionel Gisborne, civil engineer, whose report and maps were in my possession, had stated above his professional signature, to his employers in England, and had promulgated to the world, that the summit-level between the two oceans was but one hundred and fifty feet, I was convinced that there must be some lower point which we had not discovered. As the eastern branch of the river was much the largest and most likely to cut through the Cordillera, I determined to follow it, which I did until about meridian, when finding that it was leading us by a series of rapids and cascades into the highest range of mountains and away from the Pacific, I determined to retrace my steps and follow the southwest branch, which we had passed in the morning. In our ascent upon the eastern branch of the river, we had marched through an Indian village capable of containing some 800 inhabitants, but was entirely deserted in anticipation of our arrival. Above the village we met three Indians, one of whom wished to prevent our ascending the eastern branch of the Caledonia, and attempted to lead us towards the southwest branch; but I believing that he only wished to get us away from their village, refused to accompany him. Subsequent events tend to convince me that he acted in good faith, and would have shown us the path leading to the Pacific watershed.

Following the southwest branch until about sunset, we encamped on its bank, and on the following morning continued ascending until our progress was barred by a cañon too deep to ford, with high and scarped banks on each side. The party surmounted this obstacle by different routes; some climbing the steep bank near the cañon, while I, with a majority of the officers and men, sought an easier ascent about one hundred yards below. While ascending at this point I was fortunate enough to discover an Indian trail, which I was convinced led to the Pacific side of the Cordillera, and making the customary recall, soon had all the party collected except Messrs. Holcomb, Bird, Winthrop and Hollins, and a seaman from the *Cyane* named Roscoc.

I caused three carbines to be fired in quick succession, which was a positive signal for the recall of all parties. This signal was answered apparently some distance up the river; and supposing that they were looking for some easier ascent to rejoin, we continued on the Indian trail to the westward, occasionally firing carbines and receiving responses.

Following the path and crossing three peaks, increasing in height as we advanced, we descended the western slope, and at 1.15 p. m. found ourselves on a stream running to the westward, which I was convinced had its embouchure in Darien harbor; and, according to the maps of Messrs. Cullen and Gisborne, who each projected maps as the result of their own personal observation, ought to have been a branch of the Savana. While crossing the Cordillera and having arrived at the summit of the first peak, one of the seamen of the *Cyane* climbed a tree to obtain, if possible, a view of the country, but reported nothing but high mountains in every direction. The highest peak over which we crossed was between 1,400 and 1,500 feet above the level of the sea, but a lower summit of about 1,000 feet existed on the left of our path, which was impassible, owing to the scarped porphyritic rocks and its general ruggedness. This point I believe to be the lowest summit between the Caledonia valley and the Pacific, and in itself is a sufficient obstacle to place a canal of any kind utterly out of the question, even if no others existed. Arriving at the stream already alluded to on the western slope of the Cordillera, we waited until 10 o'clock a. m. the following morning, hoping that our five companions might rejoin us; but despairing of a re-union, and feeling the importance of pushing on as rapidly as possible, we followed the bed of the river, first leaving a note, giving the names of the missing, and directing them to return to the ship if they should receive my letter after that day.

On the day on which that note was written they had already commenced their return to the *Cyane*, which they reached in safety, and never rejoined us afterwards. The small stream which we had first met led us to a larger river, which proved to be the Sucubti, an important tributary of the Chucunaqua, utterly ignored by Mr. Gisborne in his engineer's report, by which I had expected to be guided.

Until the 25th of January we followed this stream, generally wading in its bed as an easier means of locomotion than to cut our way through the dense jungle on its banks. Indians were almost always in our vicinity, especially at night, but never attempted an attack, although they burnt their houses and removed all their provisions and canoes as we advanced.

Arriving at the Sucubti village, one of the most important in this part of the isthmus, we found it unburnt but deserted, and on a shingle beach near to it were seven canoes which had been recently destroyed, and so effectually that it was utterly-impossible to repair them. Forging the river, which had now become a considerable stream, with some difficulty, we met in the forest near the other bank five Indians, who offered to guide us to the Savana. The leader of the party spoke Spanish intelligibly, and had been on board the *Cyane* before we left her, in Caledonia bay.

I determined to trust myself to their guidance, but took every possible precaution secretly to enable us to return to the river, in the event

that they should abandon us in the forest. We slept that night in a deep ravine, the Indians insisting upon returning to their habitations; but in accordance with their promise, they rejoined us the next morning, when we continued our march, crossing two hills of the height respectively of 800 and 600 feet. From the summit of the first we had an open view to the westward, the portion of country through which the straight line of Messrs. Cullen and Gisborne would have to pass, and we saw nothing but high mountain ranges. Soon after we met several Indians belonging to the Chucuna tribe, the most hostile and perhaps the most numerous on the whole isthmus. Their chief addressed a long speech to me, apparently opposing our passage; but as my guide and interpreter refused to interpret it, we remain, up to the present time, in profound ignorance as to its tenor. The march of this day was the most painful which we had yet made, and some of our party, among whom were the Grenadian commissioners, were thoroughly broken down. At sunset we encamped on an island in a river about equal in the body of water to the Sucubti at the point at which we had left it. Our interpreter was unable to give me its name, but it subsequently proved to be the Chucunaqua, the principal river on the isthmus. To my surprise and annoyance, our guide notified me this evening that he must return to Caledonia bay, but assured me that his friends would guide us to the Savana, which we would reach in two days, and supply us with canoes, with which we could reach Darien harbor on the evening of the third day. His refusal to take a letter for me to Commander Hollins did not increase my confidence in our new guides; and when, knowing that a large body of Indians were in the vicinity, I carefully stationed the camp guard for the night, it was with no very agreeable anticipation for the future. The next morning we were eight days from the beach, and I was informed that some of the men were totally without provisions. Ascertaining the truth of this report, I ordered the officers to divide their food, which they had more carefully used, when we found that, for the whole party, we had provisions for only one day. Plantains and bananas were abundant in the vicinity of the camp, but the Indians would neither sell nor give; and as I felt bound by my promise made to the chiefs on board the Cyane, I determined to await a greater emergency before supplying the party by force. Our former guide left us on this morning without taking leave, and refused all compensation for his past services, while the five new guides made their appearance, armed with their bows and steel-pointed arrows, which they use only in war—pointed arrows of very hard wood being only used in hunting.

From the moment they appeared, I suspected them of treacherous intent, and was not greatly surprised when, after leading us down the river about two miles, they led us off into the forest, by a path which led to the westward, and abandoned us.

We continued to follow the path until it terminated at a deserted hut, when we counter-marched, and with some difficulty found our way back to the river. Here I called my first and last council, when it was determined unanimously by the officers, New Grenadian commissioners, and civil engineers, that it was most expedient to follow the river on which we then were. We were inclined to believe that the course of

the river might prove to be a tedious route to the Pacific, but were certain of one fact, that it emptied into Darien harbor, which is the common receptacle of all the rivers in this portion of the isthmus. The nearest route to our destination was certainly by the river Savana; but as it was in the height of the dry season, there was no probability of obtaining water in the intervening country, which it would require some four or five days to traverse, as some of the party, especially the Grenadian commissioners, suffered very much from fatigue and sore feet. Having been abandoned by the Indians, there was not the slightest probability of our obtaining canoes; and we would still have had a journey of some thirty or forty miles along the bank of that river; constantly within the limits of tide-water, and among mangrove swamps, where game would not be found, and where half a mile a day would have been good average marching. The character of the growth in a mangrove swamp placed the construction of a raft utterly out of the question, as the timber is invariably too heavy to float and support any additional weight.

Even allowing that we had not been much reduced by thirst, while traversing the space intervening between the two rivers, our position on the Savana, without game or food of any kind, without fresh water, and without either canoes or a raft to enable us to reach Darien harbor, would, I am confident, have proved fatal to the great majority, if not all of our party.

These were the principal reasons which determined the council, in their unanimous decision, to follow the river upon whose banks we then were, which would certainly lead us to our destination, though probably by a very circuitous route.

From the 27th of January until the 31st, we continued to follow the banks of this river, subsisting upon plantains and bananas, which were found in deserted plantations along the banks.

On the 31st of January, in attempting to shorten our route by running compass courses across the bends of the river, we became separated from it, owing to an entire change in its course, and did not regain it until the 3d of February. As a large portion of the country which we traversed, while separated from the river, was swampy in its character, and liable to overflow during the rainy season, we were so fortunate as to obtain a supply of water sufficient to meet our wants.

Some wild turkeys, smaller birds, and a monkey, were killed during this period; so that, although we were very short of provisions, we had sufficient to support our strength for marching and cutting our way through the forest. A small quantity of palmetto or cabbage palm, and acid nuts from a species of palm, served to eke out our scanty supply of animal food.

On the 4th of February, finding that the river was pursuing a north-easterly course, we halted until about meridian on the 6th, for the construction of a raft, which, when all the appropriate timber we could find was consumed, had sufficient buoyancy to support Mr. Truxtun, (whom I placed in command,) the two Grenadian commissioners, Messrs. Boggs and Kettlewell, and one of the crew of the Cyane. With the main body of the party, I followed the banks of the river

until nearly sunset, when the signal of distress called me to the raft, which was some distance above us.

To my great disappointment, I found her progress checked by a large quantity of drift-wood, extending entirely across the river, and which would have required many days to remove. The depth of the water, and the high scarped banks on each side, placed it out of the question to take the raft to pieces and reconstruct it below, and I was reluctantly obliged to give the order to abandon it.

From that day until the 12th of February we continued our march, generally cutting our way through the thick jungle. Game was very scarce, and we sustained life principally on the acid covering of the palm-nuts.

Want of proper food began to tell severely upon the physique of the party, and each day our marches became shorter. On the 12th we halted early in the afternoon, on account of the debility of the Grenadian commissioners, not having made more than two miles.

Feeling aware that we must all perish before we would probably emerge from the forest, at this slow rate of travelling, I attempted to construct a raft which would have buoyancy sufficient to support three men, whom I intended to send down the river to obtain canoes and provisions. Cutting down a tree of the most buoyant wood we could find, we discovered, upon trial, that though it would float, it would support no additional weight, and we were again obliged to abandon the project of a raft.

On the next morning, (13th of February,) I called the party together, and stating my intention to advance in person in search of canoes and provisions, called for volunteers, and of some five or six of the strongest who offered their services, selected Mr. Frederick Avery, (volunteer,) Golden, and Wilson, two of the crew of the Cyane. Placing the party formally under command of Mr. Truxtun, we set out on our lonely journey, and were fortunate enough to accomplish some eighteen miles before dark. At our camp of this night I left a note for Mr. Truxtun, which he found, upon the arrival of the main body, four days afterwards.

The next day, swamps and almost impenetrable jungle impeded our progress, and in the evening we halted near some driftwood, of which we constructed a raft. Here also we found some acid nuts, which was the first food of any kind that we had eaten for two days.

After two days' navigation, during which time we were several times wrecked, and twice narrowly escaped with our lives, we were compelled to abandon the raft, and continue our journey by land. Boils and sores now made their appearance among us, and impeded our progress, as they generally attacked the feet and legs. Mr. Avery suffered most severely from this cause, but the men became much debilitated, and Golden was kept up with the greatest difficulty.

Finding the river, as we advanced, increased by tributaries, and comparatively free from rapids and snags, we constructed another raft on the 2d of March, with which we started on the 3d. On the 4th discovered tide-water, and on the evening of the 9th arrived at the Grenadian village of Yarvisa, the first settlement on the Chucunaqua.

Here we learned that her Britannic Majesty's steam-sloop Virago

was at Darien harbor, but expected to sail in three days for Panama; and, as it was all-important to intercept her, to obtain provisions and money, (of which we had brought but a small sum across the Isthmus,) I accepted Mr. Avery's offer to return for the party, and determined to set off at once for Darien harbor.

Four canoes were hired, and men employed the night of our arrival; but the difficulty and delay in obtaining the necessary provisions, prevented the relief party from setting out until about 9 o'clock p. m. on the following evening. It consisted of Mr. Avery, a Mr. Noriega, (whom I had employed as interpreter,) and the men with a supply of provisions sufficient for about ten days. The main body of the party having orders to follow down the river by easy marches, I had no doubt of their being relieved and brought down even before I could return from the Virago.

As there was a scarcity of canoes in the village, I had to wait until the next day, (11th,) and then take a very small canoe to reach Santa Maria de Real, some twelve miles below, and there obtained a canoe of sufficient capacity to navigate the lower waters of the river.

At daylight on the 12th we arrived at the village of Chapigana, at the mouth of the river, where I was informed by an old resident, Mr. Hossack, a Scotchman, that the Virago had sailed for Panama two days before, to be absent six days. He also informed me that the Atlantic and Pacific Junction Company, whose engineers and employes were under the control of Mr. Gisborne, had a depot of provisions about thirty-five miles distant, on the river Savana, at the mouth of the Lara.

The violent wind that day prevented my obtaining boatmen willing to cross the bay, but I was enabled to set out the next morning before daylight, and in the afternoon arrived at the depot, where I obtained provisions and money from W. C. Bennet, civil engineer, and at 1 a. m. on the 14th returned to Chapigana, where the difficulty of obtaining boatmen, and the strong tides, prevented my setting out until 11 p. m. of the same evening. The next night I arrived at Yarvisa, where I waited for intelligence from above during the 15th.

At about 4 a. m. on the 16th, Mr. Avery returned unsuccessful. He had arrived at the lowest camp of the main body, where, suspended to a cross over the grave of Holmes, one of the crew of the Cyane, he found a letter from Mr. Truxtun to me, dated March 5, in which I was informed that, despairing of my safety, they had determined to return to the banana plantations to recruit, and thence, by crossing the mountains, to attempt to regain the ship.

At this point the Grenadian boatmen, alleging a fear of Indians, positively refused to proceed; and none of the pecuniary inducements offered by Mr. Avery could induce them to change their determination. Mr. Noriega used all his influence, but without success; and this party, which was certainly within one day's journey of the main body, returned unsuccessful. On their descent, and about ten miles below the last camp, Parks, one of the crew of the Cyane, who had been accidentally separated from Mr. Truxtun's party, was found in a state of utter exhaustion.

He stated that he had been nine days without water, and had only

arrived on the banks of the river the day before he was found. When he arrived at Yarvisa he was perfectly delirious, and died within an hour.

I immediately demanded of the authorities a levy of thirteen men, to be placed under military discipline; and, hiring canoes, directed Mr. Avery to embark the provisions which I had brought up, and set off up the river as soon as the men could be collected from Yarvisa and the three adjoining villages of Santa Maria, Pinogana, and Molineca.

Determining not again to trust the safety of my party to the cowardly natives who had once failed, I embarked in the canoe—which I had retained to convey it to Darien harbor—and set out at once to meet the *Virago*, which vessel was expected on the day previous. The funeral of Parks I intrusted to Mr. Avery and the padre, who was paid for giving him all the rites of the Catholic church.

About eighteen miles below Yarvisa, I met the boat of the *Virago*, in charge of Lieutenant W. C. Forsyth, which, upon information given by Mr. Bennet, had been despatched the night before at midnight. Embarking in her, I arrived at Yarvisa soon after dark; and, after much delay in obtaining canoes which I had engaged, we set off up the river at about 11 a. m. on the 17th.

As the native levies had not yet made their appearance, I left orders for them to follow us. Soon after noon on the 18th, eleven joined us; which increased the number of our canoes to six. A shallow rapid effectually barring our progress in the *Virago's* boat, she was anchored and left in charge of nine men, while the remainder of the party embarked in canoes and prosecuted our journey up the river.

The next morning a more favorable disposition was made of our force, and the Grenadians, who are very skilful in the management of canoes, were placed in each to assist the English seamen. At the same time that I pay this justly merited tribute to their skill and dexterity, I must condemn their cowardice and want of good faith, as they wished to return on several occasions, and were only prevented by fear that force would be used to oppose it. On the morning of the last day of our ascent, they notified me that they would proceed no longer than that evening. They were essential to us, and should not have left without a struggle, which might have cost many lives; but this was fortunately prevented by our overtaking the main party, under Mr. Truxtun, about sunset on the 23d of March.

On the morning of the same day we discovered the remains of the junior New Grenadian commissioner, Mr. Bernardo Polanco, lying upon the grave of his senior, Mr. Castillo, who had died, and was buried by Mr. Truxtun's party. We buried him in the same grave, and continued our journey.

The main body, when found, were in the last stage of distress. Emaciated to the last degree by fatigue and starvation, not more than three or four could have reached the plantain-fields, and none could possibly have regained the ship. At least four, and perhaps five, would never have been able to have left the position on which they were then encamped.

Early the next morning we set out on our return, and arrived at Yarvisa on the 27th of March. On the evening of the same day,

Philip Vermelyea, one of the crew of the *Cyane*, departed this life, and was buried on the following morning (28th,) with the service of the church, alongside of his shipmate Parks.

The Grenadians were paid off and discharged, when I hired a large canoe, with an awning, to convey the party to Palma, a small village near the Boca Chica, or small entrance into Darien harbor, where I had ascertained that houses might be rented for our accommodation. They arrived the next night at their destination, while I went on board the *Virago* to return my thanks to Commander Marshall for the assistance which he had rendered us, and to make some arrangement by which our party should be rationed from his ship. Finding my party in pleasant quarters, with abundant supplies of all kinds, and assiduously attended by the medical officers of the *Virago*, I again left it in charge of Mr. Truxtun, and embarked in a canoe for Panama. Upon my arrival I met Lieutenant Fauntleroy, of the *Cyane*, who, accompanied by the Swedish consul at Panama, Mr. Charles Zachrisson, had made a search for our party on the river Chepo, or Bayano.

From Mr. Fauntleroy I obtained the necessary money to meet my expenses in the neighborhood of the Gulf of San Miguel, and to repay those who had so kindly advanced funds to me during my necessities; and hearing of the arrival of the *Cyane* at Aspinwall, I immediately crossed the isthmus to communicate with Commander Hollins.

Setting out on my return the next morning after my arrival, I chartered a sloop at Panama, and sailed for Darien harbor, with the intention of bringing up my party in case the *Virago* was not ready to sail.

After a passage of four days we met the *Virago*, with the party on board, all much improved except Mr. A. F. Boggs, who was sinking very rapidly. Arriving next morning at Panama, he was landed at the American hospital, where, notwithstanding all the care and attention which was lavished upon him, he died between 10 and 11 o'clock that night. Mr. Maury and myself had remained in Panama to await the result of his illness, while the party under charge of Mr. Truxtun had set out soon after their debarkation from the *Virago*.

My object was to give them two days to cross the isthmus, so that they might not be unnecessarily fatigued. On the following morning, having made all the necessary arrangements for Mr. Boggs's funeral, Mr. Maury and myself set off; and, having missed the regular train at Obispo, arrived at Aspinwall about 11 p. m., in a hand-car kindly supplied and conducted by the railroad superintendent at Obispo.

Early the next morning I reported myself to Commander Hollins, of the *Cyane*, when we immediately got under way for Havana, via Porto Bello.

This sir, ends the brief narrative of the Darien expedition. For the details of our journey I must refer you to my private notes already deposited in the Navy Department. The map of the country which accompanies it is only a rough compass survey, but I believe is sufficiently accurate for all practical purposes. I also accompany my narrative by a copy of Mr. Gisborne's map, which will fully explain what might appear errors in judgment on my part, when you remember how highly this person was endorsed in England, and that I trusted implicitly to his official report.

To Commander Edward Marshall and the officers and crew of the *Virago*, but especially to Lieutenant W. C. Forsyth, Assistant Surgeon William Ross, and Paymaster W. H. Hills, who accompanied me in my search for my party, I addressed a letter of thanks while in Darien harbor; and have been exceedingly gratified to learn that you had officially recognised their services, as well as those of W. C. Bennet, civil engineer, to whom my party and myself are so deeply indebted.

Any further action that might be taken by our government to express its sense of the services rendered by these officers and men, at the peril of their lives and health, to aid our countrymen, would be most gratefully welcomed by my party and myself.

For an account of the kind efforts of the Swedish consul at Panama, Mr. Charles Zachrisson, to discover and assist our party, I will take the liberty to refer you to a letter addressed to Commander Hollins by Lieutenant Fauntleroy, dated Aspinwall, April 17, 1854.

I would also respectfully beg leave to call your attention to the liberality displayed by Mr. A. J. Center, Colonel Totten, and other employés of the Panama railroad, who refused to receive any pay from me upon the occasion of my three transits across the isthmus, or for the transportation of my party. For other acts of courtesy and kindness we were under many obligations to them; and when it is considered that the service upon which I was employed was, to a certain extent, antagonistic to their interests, I do not doubt you will recognise their magnanimity and liberality.

I would respectfully recommend the members of my party to your favorable consideration, on account of their general good conduct and quiet endurance of the greatest privations. For endurance and thorough discipline under the most trying circumstances, I feel assured that few former expeditions present a parallel. The conduct of Passed Midshipman W. T. Truxtun, and first assistant engineer J. M. Maury, United States navy, was beyond all praise, while their self-sacrifice in providing for the wants of the feeble, while they themselves were upon the verge of starvation, is something superior to any commendation which I could bestow upon it. Midshipman W. H. Garland rendered to the other officers all the assistance which his own debilitated condition would permit. Those three officers I would respectfully recommend to the favorable consideration of the department.

My passing descriptions will give you a tolerably correct idea of the face of the country, and the feasibility of the project of a ship-canal route. The reports of Dr. Cullen and Mr. Gisborne were not founded, as they promulgated to the world, upon personal observation, and were found, upon an examination of the country, to be utterly incorrect. Instead of a summit-level of one hundred and fifty feet near the centre of the isthmus, as stated by Mr. Gisborne in his official report, the valley of the Caledonia is enclosed by a semi-circular range of mountains, varying in height from about 3,500 to 1,000 feet. The lowest point, which is some five miles from Caledonia bay, is inaccessible, and is composed of primary rock of the hardest character. The project promulgated by Cullen and Gisborne of cutting through in a straight line from Caledonia to a navigable point on the river Savana, a reported distance of thirty miles, is utterly impracticable, as it would

involve the necessity of canalizing two or three mountain ranges in addition to that which encloses Caledonia bay. The important rivers Sucubti, Chucunaqua, and others which would prove formidable obstacles to a canal for ships, are utterly ignored by Mr. Gisborne in his plan of a route.

The shortest distance by which a canal could possibly be cut across this portion of the isthmus I believe to be about fifty-three miles, with a cutting of about two hundred and fifty feet, to which must be added the thirty feet necessary for the depth of the canal. My conclusions are, sir, that the route between Caledonia bay and San Miguel or Darien harbor is utterly impracticable, and that sufficient treasure is not in circulation to meet the expenses of the work. For more satisfactory details, I will be obliged to refer you to the narrative which has been transmitted to the Navy Department for a thorough elucidation of this question.

Hoping, sir, though we were unsuccessful in discovering a route for a ship-canal, that our efforts, which only resulted in disproving a grand and attractive scheme founded upon ignorance or imposture, will meet your approbation,

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

J. G. STRAIN,
Lieut. U. S. Navy.

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

F.

BALTIMORE, *October 17, 1854.*

SIR: I have the honor to acknowledge the receipt, yesterday, of your letter of the 14th instant, and to forward immediately, in accordance with its directions, the following brief report of progress in the inquiry upon alimentary substances used for provision in the navy, which the department has been pleased to commit to my charge.

Since my former report, the analysis and examination of the sugars, comprehending fifteen varieties known in commerce, have been undertaken and progressed with nearly to completion. But for the protracted sickness of my assistant, they would have been finished by this time.

Also, a long and interesting series of experiments upon the contractility of salts in solution have been made, both with the commercial salt and saltpetre, and with the chemical salts (using the last word here technically) which enter in varying proportions into their composition. These experiments bear as well upon the topic of exosmosis, mentioned in my former report, as upon the method of inspection which I propose for determining the purity of commercial salt.

Finally, during a great part of the present year, another series of observations have been continually going on upon masses of meat—beef and pork—duly exposed in contact (or pickled, as it were) with solutions of different densities, as well of the chemically-pure elements as of the commercial articles salt and saltpetre, into which these ele-

ments enter. The object of these experiments was to furnish, if possible, a scale of effect corresponding to known proportions of said chemical elements; which scale can be transferred to the observations made upon the commercial articles, and thus can furnish a probable and safe deduction as to the amount of influence exercised in composition by known or determined quantities of impurities (so to call them) always associated in the commercial articles, so as to enable us, in fact, to predict what and how much will be the diminution or increase of preservative effect to be expected from the greater or less association of such impurities, respectively. This research, if fertile, leads to a method of correcting in their earliest stages the ill effects that are then incipient upon the employment of improper materials in the original packing of the meat. It can be easily seen that the analysis and combination of such observations require no small portion of care and of time-consuming attention; they constitute one of the most delicate parts of my research.

What remains after they shall have been concluded, will be only the compilation and preparation of the report; which, if not as extensive in its scope as I originally designed, will, I hope, offer a full compensation for such restriction in an accurate thoroughness, and come to be regarded as a useful contribution to practical science, whose advancement was my only motive for undertaking the research.

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

J. H. ALEXANDER.

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

No. 1.

Estimate of the sums required for the support of the office of the Secretary of the Navy for the fiscal year ending June 30, 1856.

For salary of the Secretary of the Navy, per act of March 3, 1853, sec. 4, pamphlet edition of Laws, p. 212. . . .	\$8,000 00
For salary of the chief clerk, per act of March 3, 1853, pamphlet edition of Laws, sec. 3, p. 211.	2,200 00
For salary of 1 fourth-class clerk, per act of March 3, 1853, pamphlet edition of Laws, sec. 3, p. 210.	1,800 00
For salary of 1 fourth-class clerk, as disbursing clerk, per act of March 3, 1853, pamphlet edition of Laws, sec. 3, p. 211.	200 00
For salaries of 6 third-class clerks, per acts of March 3, 1853, pamphlet edition of Laws, sec. 3, p. 210; of April 22, 1854, pamphlet edition of Laws, sec. 1, p. 276; and of August 4, 1854, pamphlet edition of Laws, sec. 6, p. 572.	9,600 00
For salaries of 4 second-class clerks, per acts of March 3, 1853, pamphlet edition of Laws, sec. 3, p. 210; of April 22, 1854, pamphlet edition of Laws, sec. 1, p. 276; and of August 4, 1854, pamphlet edition of Laws, sec. 6, p. 572.	5,600 00

No. 1—Continued.

For salary of messenger, per acts of April 30, 1822, sec. 1, Stat. at Large, vol. 3, p. 671; of March 3, 1851, sec. 1, Stat. at Large, vol. 9, p. 605; of April 22, 1854, pamphlet edition of Laws, sec. 2, p. 276; and of August 4, 1854, pamphlet edition of Laws, sec. 6, p. 572.....	\$840 00
For salary of assistant messenger, per acts of April 30, 1822, sec. 1, Stat. at Large, vol. 3, p. 671; of April 22, 1854, pamphlet edition of Laws, sec. 2, p. 276; and of August 4, 1854, pamphlet edition of Laws, sec. 6, p. 572.....	480 00
For salary of laborer, per act of Aug. 4, 1854, pamphlet edition of Laws, sec. 6, p. 572, including 20 per cent. allowed by decision of the Treasury Department under same act.....	576 00
Total for salaries for fiscal year 1855-'56.....	29,296 00
Appropriated for fiscal year 1854-'55.....	\$29,296 00
<i>Contingent expenses.</i>	
For blank books, binding, stationery, labor, newspapers, periodicals, and miscellaneous items.....	2,840 00
Appropriated for fiscal year 1854-'55.....	\$2,840 00
Total estimate for fiscal year 1855-'56.....	32,136 00
Whole amount appropriated for fiscal year 1854-'55..	\$32,136 00
CIVIL.	
Salaries.....	\$29,296 00
Contingent.....	2,840 00

Estimate of the sums required for the expenses of the Southwest Executive Building for the fiscal year ending June 30, 1856.

For salary of superintendent, per acts of August 26, 1842, sec. 4, Stat. at Large, vol. 5, p. 524, and of September 30, 1850, sec. 1, Stat. at Large, vol. 9, p. 543.....	\$250 00
For salaries of four watchmen, per acts of August 26, 1842, sec. 4, Stat. at Large, vol. 5, p. 524; of September 30, 1850, sec. 2, Stat. at Large, vol. 9, p. 543; of August 31, 1852, sec. 1, pamphlet edition of Laws, p. 82; of April 22, 1854, pamphlet edition of Laws, sec. 2, p. 276; and of August 4, 1854, pamphlet edition of Laws, sec. 6, p. 572.....	2,400 00
For labor, fuel, lights, and miscellaneous items, per act of August 26, 1842, sec. 22, No. 1, Stat. at Large, vol. 5, p. 528.....	3,865 00
Total estimate for fiscal year 1855-'56.....	6,515 00
Appropriated for fiscal year 1854-'55, *\$6,265 00.	

* The difference between the estimates for 1855-'56 and the amount appropriated for 1854-'55 arises from the failure of Congress to appropriate for the salary of the superintendent for the present fiscal year, \$250.

Estimate of pay for the fiscal year ending June 30, 1856, of the commission and warrant officers of the navy, including the engineer corps not on duty, and also for the pay of those officers on duty who are not included in the estimates of the bureaus.

For pay of officers not on duty.....	\$339,100 00
For pay of officers on duty, attached to the United States coast survey.....	76,000 00
For pay of officers on light-house duty.....	16,000 00
For pay of officers on special service.....	27,450 00
	458,550 00
Appropriated for fiscal year 1854-'55... \$474,907 00	
NAVY.	
Pay of the navy.....	\$458,550 00

Estimate of the sums required for the transportation of the United States mails for the fiscal year ending June 30, 1856, as authorized by the acts of Congress approved March 3, 1847, March 3, 1851, and July 21, 1852.

For transportation of the mails from New York to Liverpool and back, per acts of March 3, 1847, sec 2, Stat. at Large, vol. 9, p. 187, and of July 21, 1852, sec. 1, pamphlet edition of Laws, p. 21.....	\$858,000 00
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, Stat. at Large, vol. 9, p. 188	290,000 00
For transportation of the mails from Panama to California and Oregon and back, per acts of March 3, 1847, sec. 5, p. 188, Stat. at Large, vol. 9, and of March 3, 1851, sec. 1, Stat. at Large, vol. 9, p. 623 ..	348,250 00
	<hr/>
	1,496,250 00
From which deduct the 10 per cent. required by act of March 3, 1851, to be refunded by deductions annually from compensation of the said lines, to repay the advances authorized by act of August 3, 1848, say 10 per cent on the aggregate advances, \$874,000 ...	87,400 00
	<hr/>
Leaving as amount necessary for mail service for 1855-'56	1,408,850 00
Appropriated for 1854-'55, nothing.	
SPECIAL.—Transportation of the mail.....	1,408,850 00

CAMBRIDGE, *October 20, 1854.*

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 June 30, 1854, and of the whole amount appropriated and expended to that date:

Amount expended during the fiscal year ending June 30, 1854.....	\$21,145 86
Whole amount appropriated to the same date.....	<hr/> <hr/> 77,050 00
Total expenditure to the same date.....	<hr/> <hr/> 76,637 27

The expenditure for the fiscal year 1853-'54 has been increased considerably by the observation and publication of tables and chart of the annular eclipse of May 26, 1854, and also by the publication of the tables of the moon's parallax, 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,

Commander, Superintendent Nautical Almanac.

Hon. JAMES C. DOBBIN,

Secretary of the Navy, Washington, D. C.

Estimates for the American Ephemeris and Nautical Almanac for the fiscal year 1855-'56.

For salaries of computers.....	\$16,250
For purchase of paper, printing, &c., in order to publish in the year 1856 the Nautical Almanac for the year 1859....	3,630
For clerk	500
For contingent, including rent of office, fuel, servant-hire, &c.	500
	<u>20,880</u>

This estimate does not differ from that of the preceding year.

CHARLES HENRY DAVIS,

Comdr. and Supt. Nautical Almanac.

SPECIAL.

Nautical Almanac.....	<u>\$20,880</u>
-----------------------	-----------------

Detailed estimate of the current expenses of the Nautical Almanac for the fiscal year ending June 30, 1855.

COMPUTERS.

Professor Peirce.....	\$2,000 00
Professor Winlock.....	1,500 00
Mr. J. D. Runkle.....	1,600 00
Mr. Downs.....	1,000 00
Mr. Wright.....	1,000 00
Mr. Kerr.....	900 00
Mr. Sprague.....	900 00
Mr. Oliver.....	900 00
Mr. Loomis.....	900 00
Mr. Schubert.....	800 00
Professor Kendall.....	900 00
Mr. Eastwood.....	800 00
Miss Mitchell.....	500 00
Mr. C. A. Runkle.....	400 00

Mrs. Bache.....	\$300 00
Mr. Safford.....	600 00
Professor Vanvleck.....	300 00
Professor Hedrick.....	500 00
Extra computations.....	450 00
	<hr/>
Salaries of computers.....	16,250 00
Mr. Kerr, clerk.....	500 00
	<hr/>
Total, clerk included.....	16,750 00
	<hr/> <hr/>

MISCELLANEOUS.

Stereotyping and printing 600 pages, at \$5 per page.....	\$3,000 00
Servant-hire.....	120 00
Paper.....	650 00
Binding Almanac.....	80 00
Fuel.....	130 00
Rent.....	350 00
Stationery.....	100 00
Books.....	50 00
Contingents.....	150 00
	<hr/>
Grand total.....	21,380 00
	<hr/> <hr/>

CHARLES HENRY DAVIS,

Commander, Superintendent Nautical Almanac.

CAMBRIDGE, October 20, 1854.

RECAPITULATION.

Civil.

Office of the Secretary of the Navy—	
Salaries.....	\$29,296
Contingent.....	2,840
Southwest Executive Building—	
Salaries.....	2,650
Contingent.....	3,865

Navy.

Pay of the navy.....	458,550
----------------------	---------

Special.

Transportation of the mail.....	1,408,850
Nautical Almanac.....	20,880

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 16, 1854.

SIR: In compliance with your instructions of the 11th ultimo, I have the honor to present herewith estimates of the amounts which it is supposed will be required to meet the wants of the service during the fiscal year ending June 30, 1856, for objects connected with the armaments of vessels of the navy, with the Naval Observatory, and with the Naval Academy.

The causes which call for the large excess for ordnance and ordnance supplies beyond the appropriation that was made for the present year, are briefly stated in immediate connexion with the estimate; and I have only to add, that the wants of the current service, and the proposed armaments for the six new vessels, cannot, in my opinion, be properly supplied for a less sum than is asked.

During the past fiscal year attention has been given to the preservation of the ordnance and of the shot and shells at the different navy yards; and partial arrangements have been made in the navy yards at Boston and Norfolk for the separate, safe, and more convenient arrangement of other ordnance stores, and for articles belonging to hydrography; and at the navy yard at Washington, for the preparation of shells, boat and field guns, and of articles of ordnance equipment, which require great accuracy of dimensions, or unusual care in their fabrication.

An extension of the means for the proper preparation and preservation of ordnance equipments and stores is still required at Boston and Norfolk, and more especially at New York. Plans and estimates for these, and for objects of permanent improvement at other yards, have been submitted to the Bureau of Yards and Docks, which is charged with the superintendence of all objects of that kind.

The superintendent of the observatory has briefly explained the reasons for the excess of the estimate for ordinary purposes over the appropriation for the present year, and his explanations are appended to the estimate. The estimate for an iron fence, to replace the old and defective wooden one, is again presented from a conviction of its importance to the proper security of the property within the enclosures.

The duties at the observatory have been attended to with the care which their importance requires. Nautical and meteorological instruments, of improved quality, have been engaged, and some of them have been received for, and distributed to, our vessels, with the necessary instructions for collecting more accurate and a greater amount of meteorological information.

The various charts which have been prepared and published, under the direction of the superintendent, for exhibiting the prevailing winds, currents, and other objects of interest to navigation, and the sailing directions which are connected with them, have been much sought for and widely distributed. The only condition required from those who receive them is, the return to the observatory of abstracts properly filled, which are furnished in blank, with the charts or directions.

The extension of the grounds at the Naval Academy requires the

proposed expenditures to complete the sea-wall for securing the extended water-front, and for reducing the inequalities of the surface, to render it available for desired uses.

The increased number of students requires additional instructors, and quarters for their accommodation.

The results of the course of instruction and of discipline at the Naval Academy continue to be highly satisfactory. The class which graduated in June last was the first which has enjoyed the advantages of the full course of studies as now established. The proficiency of this graduating class in all the studies, and especially in a knowledge of the details of practical seamanship, gunnery, and navigation, received high commendation from the Board of Examiners, and the progress made by other classes also received their commendation.

The practice-ship has just returned from the summer's cruise, in which the students who were embarked have had an opportunity to visit the naval establishments at Plymouth and Portsmouth, in England, and Cherbourg and Brest, in France, besides taking part in all the practical details of working and navigating the ship, and of exercising at quarters and target-firing at sea.

With much respect, I am, sir, your obedient servant,

C. MORRIS, *Chief of Bureau.*

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

Summary of the estimates from the Bureau of Ordnance and Hydrography for the fiscal year ending June 30, 1856.

For what object.	Amount estimated for the year ending June 30, 1856.	Amount appropriated for the year ending June 30, 1855.
A.—For pay and contingent expenses of the bureau.....	\$13,066 00	\$13,066 00
B.—For pay of officers on ordnance duty.....	20,700 00	20,700 00
C.—For ordnance and ordnance stores.....	540,000 00	200,000 00
F.—For the purchase of articles, and incidental expenses connected with the hydrographical office and Naval Observatory.	69,910 00	57,760 00
G.—For the pay of superintendent and officers on duty at the hydrographical office and Naval Observatory.	36,200 00	39,200 00
H.—For the erection, repair, &c., of buildings, and for contingent expenses of the Naval Academy.	57,044 22	41,678 00
I.—For pay of officers, &c., at the Naval Academy.....	91,944 00	87,205 00
Total.....	828,864 22	459,609 00

D.—Statement of value of stores on hand, and values received and expended, from July 1, 1853, to June 30, 1854.

E.—Statement of amount and cost of labor from July 1, 1853, to June 30, 1854.

J.—Statement of contracts for year ending June 30, 1854.

K.—Scales of offers to furnish timber, &c., during the year ending June 30, 1854.

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *September 16, 1854.*

A.

Estimate of the amount required for the support of the Bureau of Ordnance and Hydrography, for the year ending June 30, 1856.

For salary of chief of bureau, per act of August 31, 1842, vol. 5, section 3, page 579	\$3,500 00
For salary of one fourth-class clerk, per act of March 3, 1853, pamphlet edition of Laws, section 3, page 211 ..	1,800 00
For salary of four second-class clerks, including draughtsman, per act of March 3, 1853, pamphlet edition of Laws, section 3, page 211, and act of April 22, 1854, pamphlet edition	5,600 00
For salary of messenger, per act of August 31, 1842, vol. 5, section 6, page 580, and acts of April 22 and August 4, 1854, pamphlet edition of Laws	840 00
For wages of one laborer, per act of August 4, 1854, pamphlet edition of Laws, including twenty per cent. allowed by decision of Treasury Department under same act	576 00
	<u>12,316 00</u>
Appropriated for year ending June 30, 1855	<u>\$12,316 00</u>
CONTINGENT EXPENSES.	
For blank books and stationery	\$500 00
For miscellaneous items	250 00
	<u>750 00</u>
Appropriated for year ending June 30, 1855	<u>\$750 00</u>

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 16, 1854.

B.

Estimate of pay required for officers proposed to be employed on ordnance duty, for the year ending June 30, 1856.

One captain as inspector.....	\$3,500 00
Two commanders, as assistant inspectors.....	4,200 00
One lieutenant, as assistant inspector, charged with experiments in gunnery at the Washington navy yard ...	2,500 00
Seven lieutenants, at \$1,500.....	10,500 00
	20,700 00
Appropriated for year ending June 30, 1855	\$20,700 00

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,

September 16, 1854.

C.

Estimate of the amounts that will probably be required for ordnance and ordnance stores, for labor, and for contingent expenses, for the fiscal year ending June 30, 1856.

For guns of new patterns and sizes, for the armament of the six propeller frigates now in course of construction.	\$106,000
For gun-carriages and their equipments, and for purchase of gun-carriage timber for future use.....	115,000
For shells, and for fitting the same for service	95,000
For boat and field guns and ammunition.....	32,000
For powder-tanks	14,000
For gunpowder	28,000
For small-arms, swords, pikes and battle-axes, sights, locks, cartridge stuff, and for laboratory stores, and other small articles	75,000
For labor in fitting and putting in place articles of ordnance equipments; for receiving, examining and repairing the same; and for the preservation of guns, shot, shells, and other articles	50,000
For printing, advertising, and all other contingent expenses.	25,000
Total amount of estimate	540,000
Amount appropriated for 1854-'55	200,000
Excess for 1855-'56	340,000

It having been decided that the vessels now under construction shall be armed on their gun-decks with guns of heavier calibres than have heretofore been thus used, it is necessary that, besides the number of guns required for this purpose, there should also be provided new carriages, and all the various projectiles which are to be used with the new classes of guns, and powder-tanks for stowage of their cartridges, besides the current wants of the service for cruising vessels.

Improvements have been made in small-arms which give them greater range and accuracy of fire, and it is desirable that means should be afforded for securing these advantages for the navy either by the purchase of new arms, or by altering those now on hand when practicable.

Our supply of boat and field guns is not sufficient to meet the wants of the present limited force employed, and it is desirable to supply this deficiency.

The average annual cost of labor for the last three years has been \$120,852 for all ordnance purposes. It will no doubt be greater the next year, when so many new articles are to be received and prepared; and after deducting what will probably be included in the estimated cost of articles, the amount required for other purposes cannot safely be assumed at less than \$50,000, which is stated in the estimate.

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,

September 16, 1854.

D.

Statement of cost, or estimated value, of stores on hand at the several navy yards, July 1 1853, of articles received and expended, from June 30, 1853, to June 30, 1854; and of those remaining on hand July 1, 1854, which are under the direction of the Bureau of Ordnance and Hydrography.

Navy yards.	On hand July 1, 1853.	Receipts.	Expenditures.	On hand July 1, 1854.
Portsmouth	\$91,754 36	\$717 42	\$1,575 81	90,895 97
Boston	513,667 56	106,618 78	107,994 17	512,292 17
New York	599,293 51	115,363 93	120,865 07	593,794 37
Philadelphia.....	35,893 20	12,006 19	10,772 86	37,126 53
Washington.....	144,533 88	97,776 64	85,683 88	156,626 64
Norfolk	501,426 78	85,621 05	106,850 70	480,197 13
Pensacola	138,222 90	1 60	1,403 01	136,821 49
Memphis	2,695 48	26 00	26 00	2,695 48
On the lakes.....	38,746 48	.....	.....	38,746 48
Total.....	2,066,234 15	418,131,61	435,171 50	2,049,194 26

C. MORRIS,
Chief of Bureau.

E.

Statement of the number of days labor, and cost thereof, from July 1, 1853, to July 1, 1854, 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	284½	\$664 43	\$1 72
Boston.....	8,467	15,204 59	1 89
New York.....	15,231½	26,415 25	1 73½
Philadelphia.....	836	1,502 76	1 80
Washington.....	34,222	55,541 24	1 62
Norfolk.....	18,698	31,492 39	1 68
Pensacola.....	299½	546 08	1 81
Memphis.....			
Total.....	78,132½	131,366 74	1 68

C. MORRIS,
Chief of Bureau

BUREAU OF ORDNANCE AND HYDROGRAPHY,
September 16, 1854.

F.

Estimate of the amount required for the Hydrographical Office and United States Naval Observatory, for the year ending June 30, 1856.

For the purchase of nautical instruments required for the use of the navy, for the repairs of the same, and also of astronomical instruments; and for the purchase of nautical books, maps, and charts, and for backing and binding the same	\$23,000 00
For printing and publishing sailing directions, hydrographical surveys, and astronomical observations	10,000 00
For continuing the publication of the series of wind and current charts, and for defraying all the expenses connected therewith.....	18,600 00
For models, drawings, and copying; for postage, freight, and transportation; for working lithographic press, including chemicals; for keeping grounds in order; for fuel and lights, and for all other contingent expenses of the hydrographical office and United States Naval Observatory	7,600 00

REPORT OF THE
ESTIMATE—Continued.

For the wages of persons employed at the observatory and hydrographical office, viz: one lithographer, one instrument maker, one porter and two watchmen.....	\$3,160 00
For wrought-iron fence for the north side of the enclosure of the observatory.....	8,150 00
	69,910 00
Amount appropriated for the year ending June 30, 1855, including \$10,000 in the deficiency bill for wind and current charts, &c., &c.....	57,760 00
Excess of estimates for 1855-'56 over the appropriations for 1854-'55.....	\$12,150 00
<i>Causes of excess.</i>	
Addition for printing and publishing sailing directions.....	\$4,500
Addition for models, drawings, contingent expenses, &c., &c.....	1,500
Addition for iron fence for north side of enclosure.....	8,150
	14,150
Deduct amount estimated less than was appropriated, including that for deficiency for wind and current charts for 1854-'55.....	2,000
	\$12,150 00

Extract from the letter of the Superintendent of the Observatory, which accompanied the estimates.

“You will observe that the ordinary estimates for the year ending June 30, 1856, call for more than did the estimates for the current year. This difference is principally in the items for the wind and current charts, and purchase of nautical instruments, made necessary by an extraordinary demand for both, in consequence of a more extensive system of observations which has been authorized, and the necessity of nicer instruments, which the regulations of the navy call for.”

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,

September 16, 1854.

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, 1856, 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
Six professors of mathematics, at \$1,500 each.....	9,000 00
One assistant observer, (civil,) at \$2,000.....	2,000 00
One clerk, (civil,) at \$1,200.....	1,200 00
	36,200 00
Appropriated for year ending June 30, 1855.....	\$39,200 00

The reduction in this estimate is caused by employing only six, instead of eight, professors of mathematics.

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,

September 16, 1854.

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, 1856.

One house for a professor and the assistant to executive officer, (one block).....	\$9,000 00
Necessary additions and repairs to the works for heating the buildings of the establishment.....	2,500 00
Continuing the sea-wall along the northern water front of the Academy grounds, grading, draining, and filling in low grounds, and for keeping the grounds in order.....	23,000 00
Repairs of all buildings, &c., &c.....	5,000 00
	39,500 00

REPORT OF THE
ESTIMATE—Continued.

<i>For the wages of the following persons, viz :</i>	
Assistant librarian	\$500 00
Six watchmen, at \$1 37½ per day each.	3,011 22
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 the library building, and at the observatory and chapel, at \$18 per month.	216 00
One attendant at gas and heating apparatus, at \$1 75 per day.....	638 75
One attendant at gas and heating apparatus, at \$1 25 per day.....	456 25
Ten laborers to attend and keep in order midshipmen's quarters and public grounds.....	1,640 00
	7,144 22
<i>Contingent expenses.</i>	
For materials for heating and lighting the establishment.	\$3,500 00
Purchase of books for library.....	2,000 00
Stationery, blank books, and forms.....	500 00
Furniture and fixtures for public buildings.....	3,000 00
Incidental repairs and expenses in the astronomical department.....	200 00
Incidental repairs and expenses in the philosophical department.....	200 00
All other incidental expenses, freight, &c.....	1,000 00
	10,400 00
Total amount required for Naval Academy for year ending June 30, 1856.....	\$57,044 22
Total amount appropriated for Naval Academy for year ending June 30, 1855, including \$2,000 for planetarium	41,678 00
Excess of estimates for 1855-'56, over the appropriations for 1854-'55.....	15,366 22

The increase for "wages" in the present estimate over that which was presented for the present year, has been rendered necessary by the general increase of the price of labor of all kinds.

The amount asked under the head of "contingent expenses" is less than was asked for the present year.

The amount asked for permanent improvements is larger than was estimated for the present year. The objects proposed are, however, deemed of sufficient importance to require early attention. The sea-wall, and filling in, and levelling the grounds, are important to give due protection to some of the buildings.

The proposed house is required for the accommodation of officers attached for duty; and the arrangements for duly and properly heating the rooms of the students, and the recitation and other halls, require considerable extension.

In so large an establishment, provision for repairs is indispensable.

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,

September 16, 1854.

Estimate for a block of one officer's and one professor's house.

25,410 feet of joist and scantling	\$508 00	
10,000 feet of flooring	500 00	
10,000 feet of one-inch cullings	250 00	
10,000 feet of one and two inch plank.....	550 00	
	\$1,808 00	
Carpenter's work		1,899 00

Hardware.

Sixty door-locks, 60 pair 4 × 4 butt hinges, 76 pair parliament hinges, 38 sets shutter-fastenings, 96 Oscar's pulleys, 50 pounds of brads, 20 pounds of sash-cord, 20 pounds of glue, 500 pounds of sash-weight, 1,000 pounds of nails.....		300 00
--	--	--------

Painting.

White-lead, oil, and turpentine	\$143 00	
Glass	50 00	
Workmanship	207 00	
	400 00	
Marble mantels.....		125 00
Slatting.....		400 00
Tin roof and spouting		120 00
Stone sills and lintels		250 00
47 perches of stone.....	94 00	
75,000 red brick	675 00	
100,000 run of the kiln	750 00	
50,000 laths	175 00	

125 bushels of hair.....	\$34 25	
600 pounds of nails	35 00	
973 bushels of lime	437 88	
4,500 bushels of sand	157 50	
		<u>\$2,358 63</u>
Laborer's and carter's work	250 00	
Laying 175,000 brick	555 00	
Plastering 2,800 yards	360 00	
Two sets of granite steps.....	175 00	
		<u><u>9,000 63</u></u>

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, 1856.

For superintendent, (commander).....	\$2,500 00
For commandant of midshipmen, (commander).....	2,500 00
Assistant to ditto, as instructor of seamanship, gunnery, and naval tactics, (lieutenant).....	1,500 00
Assistant to commandant of midshipmen for police duties, (master).....	1,000 00
One surgeon.....	2,250 00
One chaplain.....	1,500 00
One professor of astronomy, navigation, and nautical sur- veying.....	1,500 00
One professor of mathematics.....	1,500 00
One professor of field artillery and infantry tactics.....	1,500 00
One professor of natural and experimental philosophy.....	1,500 00
One professor of English studies.....	1,500 00
One professor of the French language.....	1,500 00
One professor of the Spanish language.....	1,500 00
One professor of drawing, and teacher of art of defence..	1,500 00
Three assistant professors of mathematics, (acting mas- ters,) \$1,000 each.....	3,000 00
Two assistant professors of English studies, \$1,000 each.	2,000 00
One assistant professor of natural and experimental phi- losophy.....	1,000 00
One assistant professor of French.....	1,000 00
One assistant professor of Spanish.....	1,000 00
One secretary.....	1,250 00
One clerk to superintendent.....	500 00
One clerk to the purser.....	500 00
One carpenter.....	840 00
One hundred and fifty acting midshipmen as students, at \$350 each.....	52,500 00
One gunner's mate.....	300 00

ESMIMATE—Continued.

One hospital steward	\$360 00
One coxswain to attend to the boats.....	288 00
One steward for midshipmen's mess.....	288 00
One cook for midshipmen's mess	216 00
One seaman to assist gunner's mate.....	217 00
One ordinary seaman, attendant at hospital.....	193 00
One master of the band.....	312 00
Six musicians of the first class.....	1,512 00
Five musicians of the second class.....	1,080 00
	91,606 00
One drummer and one fifer, payable from the appropriation for the marine corps.....	338 00
	91,944 00
Amount appropriated for year ending June 30, 1855.....	87,205 00
Excess of 1855-'56 over 1854-'55.....	4,739 00
<i>Causes of excess.</i>	
Increase for length of service to surgeon.....	\$250 00
Addition of ten to number of midshipmen, at \$350 each.....	3,500 00
Addition of clerk to purser, before allowed, but not included in estimates.....	500 00
Increase for length of service to carpenter.....	140 00
Increase to master of band.....	24 00
Increase to six musicians, first class.....	210 00
Increase to five musicians, second class.....	115 00
	\$4,739 00

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,

September 16, 1854.

Statement of contracts entered into by the Bureau of Ordnance and Hydrography during the year ending June 30, 1854.

Names of contractors.	Articles contracted for.	Place of delivery.	Date of contract.	Expiration of contract.	Price.	Amount of contract.
Franck Taylor, (agreement). H. S. Ward.....	Quills Gun-carriage timber.....	Washington Charlestown and Brooklyn	July 1, 1853 Sept. 1, 1853	July 1, 1854 do.....	\$4 75 per M..... \$55 per M at Charles- town; \$48 at Brook- lyn.	\$1,750 00 9,460 75
S. C. Herbert.....	Gun-carriage timber.....	Gosport.....	Sept. 5, 1853	..... do.....	\$50 per M feet.....	4,592 60
Andrew Lunt.....	Handspikes.....	Charlestown.....	Sept. 7, 1853	..... do.....	60 cents each.....	300 00
James Bigler.....	Handspikes.....	Brooklyn and Gosport...	Sept. 16, 1853	..... do.....	50 cents each.....	500 00
E. J. du Pont, de Nemours & Co.	Powder, cannon, and musket..	Kittery, Charlestown, and Brooklyn.	May 9, 1854	Nov. 1, 1854	16 cents per pound....	16,000 00
Loomis, Swift & Masters....	Powder, cannon, and musket..	Warrington.....	May 11, 1854	..... do.....	16½ cents per pound...	16,500 00
J. P. Garesché.....	Powder, cannon, and musket..	Gosport.....	May 16, 1854	..... do.....	15 cents per pound....	15,000 00
D. Eggert & Son } Extension of contract }	Rating chronometers.....	Brooklyn.....	June 26, 1854	June 26, 1855		

BUREAU OF ORDNANCE AND HYDROGRAPHY, September 16 1854.

C. MORRIS, Chief of Bureau.

K.

Scale of offers to furnish timber under the advertisement of the Bureau of Ordnance and Hydrography, dated July 22, 1853, to be delivered at the navy yards at Charlestown, Mass., Brooklyn, New York, and Gosport, Virginia, on or before the first day of July, 1854; opened in presence of J. P. McCorkle and E. M. Tidball, on the 23d day of August, 1853.

AT CHARLESTOWN, MASSACHUSETTS.

About 91,852 feet (board measure) of white oak timber for axletrees, brackets, and transoms, and 500 hickory handspikes.

No. of offer.	Names of bidders.	Price per 1,000 feet for white oak, and price for each handspike.	Total amount.		Remarks.
			For white oak.	For handspikes.	
1	Stephen Munson, Washington, D. C.—				
	For white oak.....	\$69 00	\$6,337 78	.....	} Informal; no certificate to guarantors.
	For handspikes.....	50	.....	\$250 00	
*2	Andrew Lunt, Boston—				
	For white oak.....	90 00	8,266 68	.....
	For handspikes.....	60	.....	300 00	
3	Washburn & Bliss, Boston—				
	For white oak.....	55 00	5,051 86	.....	} Informal; no guarantee.
	For handspikes.....	37½	.....	187 50	
4	W. B. Sorey, Norfolk—				
	For white oak.....	80 00	7,348 16	.....
	For handspikes.....	1 00	.....	500 00	
*5	H. S. Ward, New York—				
	For white oak.....	55 00	5,051 86	.....
	For handspikes.....	1 00	.....	500 00	
6	James Bigler, Newburgh, N. Y.—				
	For white oak.....	65 00	5,970 38	.....
	For handspikes.....	60	.....	300 00	
7	Samuel B. Grice, Philadelphia—				
	For white oak.....	140 00	12,759 28	.....
	For handspikes.....	10 00	.....	5,000 00	

* Accepted.

Offer No. 5, H. S. Ward, being the lowest offer for white oak timber, according to terms of advertisement, is accepted. The lowest regular offers for handspikes being No. 2, by Andrew Lunt, and No. 6, by James Bigler, and these being equal, were decided by lot in favor of No. 2, Andrew Lunt.

C. MORRIS, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, August 30, 1853.

AT BROOKLYN, NEW YORK.

About 91,852 feet (board measure) of white oak timber for axletrees, brackets, and transoms, and 500 hickory handspikes.

No. of offer.	Names of bidders.	Price per 1,000 feet for white oak, and price for each handspike.	Total amount.		Remarks.
			For white oak.	For handspikes.	
1	S. Munson, Washington— For white oak..... For handspikes.....	\$69 00 50	\$6,337 78 .....	..... \$250 00	} Informal; no certificate to guarantors.
8	W. B. Sorey, Norfolk— For white oak..... For handspikes.....	80 00 1 00	7,348 16 .....	..... 500 00	
*9	H. S. Ward, New York— For white oak..... For handspikes.....	48 00 80	4,408 89 .....	..... 400 00	} Informal; no certificate to guarantors.
10	J. A. S. Crater, Port Mercer, N. J.— For white oak..... For handspikes.....	40 00 14	3,674 08 .....	..... 70 00	
*11	James Bigler, Newburgh, N. Y.— For white oak..... For handspikes.....	59 00 50	5,419 26 .....	..... 250 00	} Informal; no certificate to guarantors.
12	Houston Hall, Milton, Delaware— For white oak..... For handspikes.....	80 00 75	7,348 16 .....	..... 375 00	

* Accepted.

Offer No. 10, being informal according to the terms of advertisement, and the navy agent, New York, having been requested by letter of the 23d August, 1853, to ascertain the sufficiency of the sureties offered, and he not having certified anything in relation to them up to the 30th August, 1853, No. 9, by H. S. Ward, the lowest regular offer, is accepted for the white oak timber, and offer No. 11, of James Bigler, is accepted for the handspikes.

C. MORRIS, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, August 30, 1853.

K—Continued.

AT GOSPORT, VIRGINIA.

About 91,852 feet (board measure) of white oak timber for axletrees, brackets, and transoms, and 500 hickory handspikes.

No of offer.	Names of bidders.	Price per 1,000 feet for white oak, and price for each handspike.	Total amount.		Remarks.
			For white oak.	For handspikes.	
1	S Munson, Washington— For white oak..... For handspikes.....	\$69 00 50	\$6,337 78 .....	..... \$250 00	} Informal; no certificate to guarantors.
13	W. H. Dunkinson, Washington— For white oak..... For handspikes.....	50 00 No bid.	4,592 60 .....	..... .....		} Informal; offer not signed by bidder. See bid & decision.
14	W. B Sorey, Norfolk— For white oak..... For handspikes.....	65 00 1 00	5,970 38 .....	..... 500 00	
15	W. C. Burroughs, Kempsville, Va.— For white oak..... For handspikes.....	74 00 50	6,797 04 .....	..... 250 00	
16	Samuel B. Grice, Philadelphia— For white oak..... For handspikes.....	140 00 10 00	12,859 28 .....	..... 5,000 00	
*17	James Bigler, Newburgh, N. Y.— For white oak..... For handspikes.....	59 00 50	5,419 26 .....	..... 250 00	
*18	S. C. Herbert, Portsmouth, Va.— For white oak..... For handspikes.....	50 00 No bid.	4,592 60 .....	..... .....
19	Samuel B. Grice, Philadelphia— For white oak..... For handspikes.....	140 00 9 50	12,859 28 .....	..... 4,750 00	} Informal; offers for Washington, where the timber is not required.

* Accepted.

Offer No. 13 having been referred to the Secretary of the Navy, he verbally authorized the bid to be considered, as the guarantors bind themselves that a certain person, named by them, shall execute a contract for the articles required in case his bid should be accepted. This bid being equal to that of No. 18, they were decided by lot in favor of No. 18, S. C. Herbert, and his offer is therefore accepted for the white oak timber. No. 15, W. C. Burroughs, and No. 17, James Bigler, being equal for the handspikes, they were decided by lot in favor of No. 17, James Bigler, whose offer is therefore accepted for the handspikes.

C. MORRIS, Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, August 30, 1853.

BUREAU OF YARDS AND DOCKS,
November 1, 1854.

SIR: I have the honor to submit, in compliance with your order of the 11th August last, a report of the progress made in the improvements at the several navy yards, &c., during the fiscal year ending June 30, 1854, with estimates for such improvements, repairs, and current expenses, as are considered necessary at the several navy yards, hospitals, naval asylum, magazines and dry docks, for the next fiscal year, ending June 30, 1856.

The estimates for magazines and accommodations for ordnance and ordnance appendages and stores, have been prepared by the Bureau of Ordnance.

I trust the reasons stated will be sufficient to justify the appropriations asked for, which, though they may appear large in the aggregate, have been reduced to objects deemed absolutely necessary. Commencing with—

PORTSMOUTH, N. H.

During the fiscal year ending 30th June, 1854, the following works of improvement have been completed, viz: Timber-shed No. 29; foundations for shoring at railway; walls west of timber-sheds Nos. 6 and 7, and filling in the same; filling in around walls of dock-basin; reservoir for engine-house, pipes, gutters, drains and cisterns, and grading yard to the extent of the appropriation. These works have all been completed within the amount of the estimates, except the filling around the dock-basin, which has exceeded the original estimate by \$618 04, probably owing to a greater amount of settlement in the new filling than was anticipated. The total amount expended upon these objects during the fiscal year is \$24,668 90.

The other works which have been in progress during the past year, and which are not yet completed, are wharf and filling in east of No. 4, engine-house, cooper's shop and watchmen's quarters, dredging in front of basin and puddling, boiler-room, boilers, engine and machinery for engine-house, pavements around timber-sheds, quay wall north of basin and filling in the same, drains, gutters, and paving, pitch-house, repairs of ship-house S, and repairs of all kinds. These works have all progressed in a satisfactory manner, and the total amount expended upon them during the past fiscal year is \$45,471 76.

Estimates and plans are submitted for the next fiscal year, for the following objects, viz: For completing cooper's shop and watchmen's quarters, dredging in front of basin, dock-basin, offices and muster-room, sewer and drainage, removing ledge, paving, flue boiler at smithery, repairs of floating dock, and for repairs of all kinds, amounting in the aggregate to the sum of \$89,258. Some of these objects are well advanced towards completion, and all of them are deemed highly necessary for the protection and preservation of the public property, and the expeditious and economical performance of the general work of a navy yard. The cooper's shop and watchmen's quarters will cost \$600 more

than the original estimates, owing to the increased cost of materials and labor. In dredging in front of the dock-basin, a ledge was encountered, which will probably increase the cost of that work to some \$5,000 beyond the original estimate.

BOSTON.

The works which have been completed at this yard during the year ending June 30, 1854, are, muster-office, paving, timber-shed No. 31, and the pitch-house and oakum-loft. There has been expended upon these objects during the fiscal year the sum of \$3,835 65; the cost of the muster-office has exceeded the original estimate by \$1,825 09, in consequence of the increased cost of materials and labor, and the cost of the pitch-house and oakum-loft has exceeded the original estimate by \$1,163 70, owing to unexpected difficulties in procuring a proper foundation. The other works which have been in progress during the year are, the cooperage and packing-house, stone wall west of timber-dock, rebuilding battery and planking south wharf, and repairs of all kinds, and upon these objects there has been expended the sum of \$11,486 17.

Plans and estimates are submitted for the fiscal year ending 30th June, 1856, for removing and altering coal-house at smithery, stone wall north side of timber-dock and filling area around machine-shop and smithery, copper and iron store and paint-shop; to complete cooperage and packing-house, rebuilding dock-engine boiler-house, paving area around dry dock, paving between timber-sheds Nos. 31 and 33, gas fixtures for the yard, offices, and houses, extension of city sewer to seawall, finishing coal-house at ropewalk, machinery for machine-shop, smithery, &c., steam-engine and pump for rope-walk, oakum picker, and for repairs of all kinds; amounting in the aggregate to the sum of \$226,900. These objects are all of much importance, and cannot well be dispensed with at this important station.

NEW YORK.

At this yard, the sewer, cob-wharf, and dredging, saw-mill, commander's house, muster-office, and water-tank and lighter, have been completed during the fiscal year ending 30th June, 1854. Except in the last item, the actual cost of these works has greatly exceeded the original estimates, owing partly to the increase in the cost of materials and labor, but principally to the insufficiency of the estimates; the sewer may require further extension. The amount expended on these objects during the fiscal year is \$87,910 65. The other works which have been in progress during the past year are, skids for cannon, and platforms for shot, quay wall, paving and flagging, machinery for engine-house, smithery, timber-shed, lime, pitch and coal house, engine-house and fixtures, filling in ponds and low places, and repairs of all kinds. Upon these objects there has been expended during the fiscal year ending 30th June, 1854, the sum of \$152,240 69.

Estimates are submitted for the fiscal year ending June 30, 1856, for extension of smithery; machinery for smithery; carpenter's shop;

oakum shop; quay wall; paving and flagging; dredging channels; timber and knee slip; dry-dock pavement; filling in low places, and grading; filling new purchase; and for repairs of all kinds; amounting to the sum of \$381,000. These objects are all highly necessary. Some of them are now in progress, and the amount already expended upon them will be unproductive of benefit to the service until the improvements are completed. This yard is much cramped for want of working room, and therefore the filling in of a part of the new ground is very important for sites for buildings, as well as for marine barracks.

PHILADELPHIA.

The new steam-hammer and mooring anchors for the floating dock have been purchased and put in use during the past fiscal year, at a cost of \$2,140 26; both works being completed within the original estimate. Other works in progress, but not completed, are wharf No. 4; dredging channel for use of dry-dock; paving; and repairs of all kinds. The amount expended on these objects during the past year is \$32,418 86, and the progress has been satisfactory.

Estimates are submitted for the fiscal year ending June 30, 1856, for adding fifty feet to ship-house F; new roof to same; to ship-house G also; completing wharf No. 4; dredging channels; repairs of dry-dock; and for repairs of all kinds; amounting to the sum of \$66,700.

The extension and repairs to the ship-house, and repairs to the floating dock, are the items which make up the principal part of the amount asked for; and a due regard to the proper protection and preservation of these costly structures, renders the appropriation absolutely necessary. I beg to call your attention to the importance of extending this yard, so that the United States may use the dock on the south side of the basin.

WASHINGTON.

The only work of improvement completed at this yard during the past fiscal year is the ordnance building, which is now used entirely for ordnance purposes.

There has been expended during the year \$19,474 73, and the cost of this building has exceeded the amount of the estimate in the sum of \$10,037 41, which excess has been caused partly by the difficulty in obtaining sufficient foundations, and partly by the great increase in the cost of all building materials and labor since the estimates were made. The other works which have been in progress during the past year, but which are not yet completed, are the large slide-lathes; filling in timber-dock; saw-mill; marine railway; extension of boiler shop; conversion of old ordnance to machine shop; steam-engines, &c., for ordnance shop; ordnance foundry; quay wall; and repairs of all kinds; and upon these different objects there has been expended, during the year, the sum of \$118,469 21. The progress upon these objects during the year has been satisfactory. Several of the improvements are well advanced towards completion, and before the expiration of another year, will be brought into profitable use.

Estimates and plans are submitted for the fiscal year ending June 30, 1856, for refunding the amount borrowed from machinery for ordnance building; completing cradle for railway; extension of boiler shop; conversion of ordnance to machine shop; forge shop for new steam-hammer for forging heavy shafts; shoring-ways in ship-house F for new frigate; lining walls of slip; wall west side of yard; pavements, drains, and gutters; grading and filling low places; enlarging brass foundry by raising roof; fire-engine house; dredging channels; reservoir for water; and for repairs of all kinds; amounting to \$198,566.

Some of these items, it will be observed, are for the continuation and completion of works in progress; others are for objects which are highly necessary to render other works available and useful; and all are deemed of much importance—the interests of the service requiring that they should be completed as soon as possible.

NORFOLK.

At this yard the culvert for draining the low grounds, the dredging-machine, hauling-up slips and scows, and the new magazine, excepting racks for stowing powder, have been completed during the fiscal year ending June 30, 1854, and upon these objects there has been expended, during the year, the sum of \$33,122 42. The first three of these objects have been completed within the amount of the original estimates. The cost of the last has exceeded the original estimate, in consequence of the adoption of a more perfect and permanent mode of construction and enlarged accommodations. The present building is capacious, convenient, and substantial, and probably equal to any structure of the kind in the country; and although the cost has been greater than was anticipated, it is believed that the work has been well conducted, and that the building is in every respect far superior to that originally contemplated. The other works which have been in progress during the past year, are the extension of quay walls; storehouse No. 14; timber-dock; machinery in engine-house; machine and armorer's shop; dredging channels; filling in low grounds, and grading; temporary shed over slip No. 48; and repairs of all kinds; upon which there has been expended the sum of \$102,398 47.

The progress made upon these works has been highly satisfactory. Some of them are nearly completed, and all will add greatly to the facilities for meeting the demands of the service at this important station.

Estimates with plans are submitted for the next fiscal year for the continuation of quay wall, reservoirs for rain-water, dredging channels, foundry, steam-engine at dry dock, carpenter's work-shop, rail-tracks and cars at St. Helena, scows, landing cranes and derricks, cart-shed, lime and cement storehouse, two steam-boxes and boilers, pitch-house, and repairs of all kinds, amounting in the aggregate to the sum of \$243,158. These works are all of much importance, highly necessary, and their construction cannot be too speedily accomplished.

PENSACOLA.

At this yard, the naval magazine, ice-house, paint-shop, and cooperage No. 33, have been completed during the past fiscal year, and the amount expended upon them during the year is \$13,221 25.

The first of these works has cost \$1,769 50 over the original estimate, owing to the insufficiency of that estimate; the second and third have been completed within the estimates, and the cost of the last has exceeded the estimate in the sum of \$7,512 51. The reasons for this excess are, an extra and unexpected expense upon the foundation, an advance in the price of materials and labor, and the fact that the original estimate was too low. Other objects which have been in progress during the past year, and which are not yet completed, are, permanent wharf, deep basin and dredging, smiths' and machine shop, smoke-stack and extension of machine shop, rail-tracks, rebuilding centre wharf and wharves I and C, new wall to cistern No. 26, guard-house at west gate, repairs of cisterns Nos. 14 and 25, and repairs of all kinds. Upon these works there has been expended during the fiscal year ending 30th June, 1854, the sum of \$133,634 65. The progress upon these works recently has been satisfactory, and successful results are confidently anticipated.

Estimates and plans are submitted for the fiscal year ending 30th June, 1856, for permanent wharf, deep basin and dredging, coping for basin, filling in and paving, removing sunken caisson, paint shop and cooperage, water-pipes to permanent wharf for watering ships, guard-house at west gate, shell-house, wall around shell-house, lightning-conductors, railway to spar-pond, towards a wet basin and launching-slip, steam-box, fire-engine house, and for repairs of all kinds, amounting in the aggregate to \$267,470.

These objects are all of importance, and are much needed to meet the demands of the service upon this the only station on the Gulf of Mexico. It may be well to remark here, that the wet basin and launching-slip are necessary for the construction of vessels at this yard; and should it be deemed important to urge forward the preparation of facilities for constructing ships at this yard, an appropriation should be added for the commencement of a ship-house also. What is termed the "deep basin" is an opening in the permanent wharf, the walls of which are turned in two hundred feet, to meet the shallow basin used for the reception of the dry dock. It is proposed to excavate this opening to the depth of thirty feet, for the purpose of sinking the dock to receive vessels of ordinary draught of water, as well as to make a safe place for vessels to lie at, when discharging or receiving cargoes or stores. The coping of the dock-basin referred to is nothing more nor less than raising the basin-walls to the height of the grade of the yard and the permanent wharf. By the stipulations of the contract for the dock and basin, the walls of the basin are to admit ten feet of water over the bottom of the basin, and that does not bring the top of the basin-wall up to the grade of the yard; hence the necessity of raising it the thickness of another stone, which is the coping referred to.

MEMPHIS.

At this yard, during the past fiscal year, the wing of storehouse, top-shed, railway at ropewalk, and the railing on vertical wall and stairways, have been completed, and the amount expended is \$13,318 73. The other objects of improvement upon which expenditures have been made are, excavations and embankment, cisterns for ropewalk, pave-

ments, drains, and gutters, and repairs of all kinds. The amount expended upon these objects is \$14,588 53; and there remained in the treasury unexpended on the 1st of November, 1854, funds appropriated for this yard, to the amount of \$44,148 51.

Congress, at its last session, having directed this yard to be offered to the city of Memphis as a donation, and the city having unconditionally accepted the same, no further appropriations are asked or desired by this department for a navy yard at that place.

SACKETT'S HARBOR.

The amounts appropriated for this station for the past and present fiscal year have been expended for the necessary repairs of the waterfront and preservation of the ship-house, which has a line-of-battle ship in it, and the protection of the public property. The amount estimated for the current repairs for the fiscal year ending 30th June, 1856, is \$2,000, which is necessary for the preservation of the buildings and public property generally.

SAN FRANCISCO.

During the session of Congress which terminated on the 4th of March, 1853, the sum of \$100,000 was appropriated towards the erection of a blacksmith shop, carpenter's shop, storehouse, and wharf, at this station; but in consequence of the failure on the part of the legislature of California to pass the necessary act ceding the jurisdiction over the site selected to the United States, no part of the appropriation had been expended for these works up to the 30th June, 1854. Since that period, jurisdiction having been granted to the United States, measures have been adopted by appointing both civil and military officers to take possession and establish it, and for commencing the authorized improvements. It is believed that the officers appointed to that duty will, with due regard to the public interest, urge the work forward. Already, by last advices, temporary buildings for the accommodation of some of the employés and stores had been commenced, and materials to some extent for the permanent buildings had been engaged. It is well known that structures of the kind required there are costly, and that the preparation for commencing such an establishment forms a large item of the expenses.

Estimates are submitted for the fiscal year ending 30th June, 1856, for completing storehouse, blacksmith shop, carpenter's shop, and wharf; for three houses for officers, and for repairs of all kinds; amounting to the sum of \$285,000. An estimate of \$400,000 is also submitted for the continuation of the basin and railway contracted for in pursuance of an act of Congress, making the aggregate estimate for the station \$685,000. These estimates are essential for the prompt and successful prosecution of the authorized improvements; and as this station is now without any of the conveniences necessary at a naval station, either for the accommodation of the officers, civil and naval, who should live in the yard or near it, or for the repair, refitting and equipping vessels of the navy, except the floating-dock, to place it in a proper condition to

supply the wants of the squadron in that sea, some years and much money will be consumed before it can be accomplished, however prompt and liberal the appropriations may be.

DRY DOCKS.

At Portsmouth, New Hampshire, is a balance floating dry dock, with basin and railway. This dock has twice taken up and hauled on shore upon the railway the hull of the Franklin, 74, and also taken upon the dock for repairs the steamer Fulton, whilst the Franklin was on the railway. The works were accepted in 1852. One of the objections to all these floating docks, is the great depth of water required to sink them to receive a large ship, and the difficulty of sinking them to the necessary depth to receive a vessel of large draught of water. They are designed to be worked alongside of piers or wharves, so that they may be readily controlled; hence the necessity of deepening the water by dredging and constructing piers or wharves near the basin, which must be done at considerable cost, before these structures can be conveniently and safely worked.

At Boston the dry dock is an excavated stone dock with wooden gates. This dock has been in constant use for twenty-one years, and the only repairs of any moment have been recently made upon the wooden gates, at a cost of some \$7,000. The engine which pumps out the dock has been in constant use for that time in driving other machinery, besides pumping out the dock, and now requires to be replaced by a new one.

At New York the dock is similar to that at Boston, but larger, and with iron gates. Some repairs have been put on the culvert, which at one time sprung a leak; the pressure of spring water when the dock is empty is great, and a slight but constant flow of water is permitted as being necessary for the safety of the masonry. The pumps are very powerful, and the steam used for pumping is intended to be used for some other machinery. The iron gates require occasional painting; otherwise, it is hoped this important work will last many years without requiring any material repairs.

At Philadelphia the dock is a sectional dry dock, with basin and railways. This dock has worked successfully for two and a half years, by taking up, and hauling on and off the ways, vessels of moderate draught of water, say sixteen and a half feet; and when the water shall have been deepened by dredging, it will be capable of receiving vessels of larger draught of water; and it is expected that this will be done during the present fiscal year. It has been found necessary to caulk this dock, and strengthen the frame-work of the side-floats.

At Norfolk the dock is an excavated stone dock, of the same size and form of that at Boston, and has only required repairs upon the wooden gates. It has been in use about twenty-one years, and the engine, like that at Boston, requires to be replaced by a new one.

At Pensacola is a balance dock, with basin and railway similar to that at Portsmouth, New Hampshire. The depth of water for sinking the dock is not so readily found here as at Portsmouth; and the tide not rising as it does at that place, the test of the works here has been found

more difficult than there. In February, 1853, a board was ordered to witness the testing of these structures, and a frigate of the first class was furnished by the government for the test; but it did not prove satisfactory, and the works have not as yet been accepted. I would beg leave to draw your attention to the importance of a further trial of the premises, or to throw them upon the hands of the contractors. Neither party having taken the desired care to prevent their deterioration, and according to the opinion, as expressed in the report of said board, that the dock will consume its cost in repairs every five years, it will be worthless in about three years hence, unless kept in repair by one or the other party to the contract.

At San Francisco a sectional floating dock has, by last official report, been completed, with the exception of some copper sheathing above water, which it is believed has been done by this time. This dock has been in successful operation about one year, and has taken up some seventeen vessels up to the 20th April last, and among them the United States ships Portsmouth and Warren. The reports of its operations are favorable. The same remarks as to depth of water, and the construction of piers or wharves for working the floating docks at other places, apply here. As this dock is, by act of Congress, placed under the control of the contractors, they have erected temporary piers, but are not of such a character as the government would construct for permanent works. The basin and railway under contract at this place is progressing satisfactorily. A considerable portion of the materials are on the spot, and it is believed the contract will be fulfilled within the time specified.

NAVAL ASYLUM, PHILADELPHIA.

Since my last annual report this institution, under the judicious management of its officers, has subserved the humane purposes for which it was originally designed and established. The beneficiaries have been well cared for. Measures have been taken to have the building and its several apartments well cleansed and ventilated; and I am happy to say that, whilst many of the public and private institutions of the country have been severely afflicted with sad and desolating disease, the naval asylum has been happily exempt. The last returns from the asylum show the number of inmates, including the officers and attendants, to be one hundred and seventy-six; this number, however, does not embrace several of the beneficiaries who are on leave of absence, and who may, at any time, return to the building.

The expenditures for the support of the institution, for the fiscal year ending 30th June last, amounted to \$36,303 75, and was charged respectively to "hospital fund," "pay of the navy," and "contingent."

The sum of \$14,457 10 has been expended for the repairs on the hospital and asylum buildings, embracing the public grounds attached to them, and has been charged to the appropriation for navy hospital and asylum.

My views in reference to the advantages to be derived from a removal of the institution, or the total abolishment of the whole system, substituting therefor a liberal pension according to rank or length of service in the navy, have undergone no change since my last report.

As a general remark, the conduct of the beneficiaries has been satisfactory; but instances of insubordination have occurred which have rendered it necessary, for the preservation of good order, to visit the offenders with expulsion from the institution.

TIMBER AGENCIES.

The employés of the department, in the discharge of their duties as timber agents for the southern States, have continued to perform them in a satisfactory manner. By their energy and activity they have not only checked, to a great extent, the depredations committed upon the public timber in their respective districts, but, from their reports, it appears that in some of the districts the extensive depredations which were formerly carried on, not only coastwise but with foreign countries, have been almost wholly suppressed. The operations of the agents have been more especially directed to the protection of timber suitable and valuable for naval purposes; and it is gratifying to believe that the live-oak, red cedar, and long-leaf yellow-pine timber for masts and spars, which were formerly shipped in large quantities to foreign countries, thereby contributing to the building up of foreign navies, are now chiefly appropriated to our own marine purposes.

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

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

Schedule of papers which accompany the report of the chief of the Bureau of Yards and Docks to the Secretary of the Navy.

- Y. & D.—A.—General estimate from yards and docks.
- Y. & D. No. 1.—Estimate for the support of the bureau.
- Y. & D. No. 2.—Recruiting stations.
- Y. & D. No. 3.—Officers and others at yards and stations.
- Y. & D. No. 4.—Improvements and repairs at yards and stations.
- Y. & D. No. 5.—Statement showing the sums which make up the first and second items in paper Y. & D.—A.
- Y. & D. No. 6.—Improvements and repairs of hospitals and asylum.
- Y. & D. No. 7.—Improvements and repairs of magazines.

BUREAU OF YARDS AND DOCKS,
 October 13, 1854.

Y. & D.—A.

General estimate from the Bureau of Yards and Docks for the year ending June 30, 1856, in addition to balances remaining unexpended July 1, 1855.

Objects.	Estimated for the year end- ing June 30, 1856.	Estimated for the year end- ing June 30, 1855.
1. For the pay of commission, warrant, and petty officers, (see paper Y. & D. No. 5).....	\$266,860 00	\$274,976 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)	124,480 00	115,350 00
3. For improvements and necessary repairs at yards and stations, (see paper Y. & D. No. 4).....	2,160,072 00	1,425,261 00
4. For hospital buildings and their dependencies, and the naval asylum, (Y. & D. No. 6).....	53,398 00	40,051 00
5. For magazines and their dependencies, (see paper Y. & D. No. 7)	180,000 00	141,974 00
6. 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 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	443,048 00	366,860 00
Total.....	3,227,858 00	2,364,472 00

JOS. SMITH.

BUREAU OF YARDS AND DOCKS, October 13, 1854.

NOTE.—The increase of the first item over last year's appropriation, is chiefly caused by the increased pay of the officers for California. That of the second item is chiefly for the increase of civil officers, and their pay, at California, and for the pay of naval constructors and their clerks, and some of the minor officers. That of item third is for basin and railway, California, construction of some of the buildings estimated for last year, but not appropriated for, and for other important and necessary improvements. That of item fourth is for necessary improvements at the different hospitals. That of item fifth is, in accordance with estimate of Bureau of Ordnance, for important improvements proposed for the safe-keeping and inspection of ordnance stores and ammunition, and the necessary repairs in that department. That of item sixth is for necessary tools, &c., required principally on account of six new steam-frigates.

Estimate of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending 30th June, 1856.

For salary of chief of bureau, per act of 31st August, 1842	\$3,500 00
For salary of chief clerk (4th class) per act of 3d March, 1853	1,800 00
For salaries of four clerks, including draughtsman (2d class,) per acts of 3d March, 1853, and 22d April, 1854,	5,600 00
For salary of one clerk (1st class,) per acts of 3d March, 1853, and 22d April, 1854.....	1,200 00
For salary of messenger, per acts of 31st August, 1842, 22d April and 4th August, 1854.....	840 00
For salary of civil engineer, per act of 31st August, 1842, and by order of the Secretary of the Navy to do the duty of constructing engineer of the Washington navy yard also	3,000 00
For wages of two laborers (one in the Bureau and the other in the civil engineer's office,) per act of 4th August, 1854, and the decision of the Treasury Department under the same.....	1,152 00
	<hr/>
	17,092 00
	<hr/>
Appropriated for the year ending 30th June, 1855.....	14,060 00
	<hr/> <hr/>

Contingent Expenses.

For stationery, books, plans, drawings, and incidental labor	\$800 00
Appropriated for year ending 30th June, 1855.....	800 00
	<hr/> <hr/>

Y. & D. No. 2.

Estimate of the pay of the officers attached to the recruiting stations for the year ending June 30, 1856, if no alteration is made in the number of stations.

Rank.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New Orleans.	Total.	Aggregate am't.
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

Y. & D. No. 3.

Estimate of the pay of officers and others at navy yards and stations, for the fiscal year ending June 30, 1856.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
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).....	360	
			\$18,810
ORDINARY.			
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
CIVIL.			
1	Storekeeper	1,500	
1	Naval constructor.....	2,600	
1	Civil engineer.....	1,500	
1	Superintendent of floating dock, &c.....	1,000	
1	Foreman and inspector of timber.....	900	
1	Clerk of the yard.....	1,200	
1	Clerk to the commandant.....	1,200	
1	Clerk to the storekeeper.....	900	
1	Clerk to the naval constructor.....	800	
1	Porter.....	360	
			11,960
Total			34,592

BOSTON.

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

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

BOSTON—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 purser.....	750	
1	Steward (purser's).....	360	
1	Steward (surgeon's).....	360	
			\$22,370
	HOSPITAL.		
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
	CIVIL.		
1	Storekeeper.....	1,700	
1	Naval constructor.....	2,600	
1	Civil engineer.....	2,000	
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.....	800	
1	Porter.....	360	
			14,730
	Total		42,352
	NOTE.—The surgeon of the yard is to be required to attend to the marines also.		

NEW YORK.

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

Y. & D. No. 3—Continued.

NEW YORK—Continued.

No.	Officers, &c.	Pay.	Aggregate.
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	Gunner, keeper of magazine.....	800	
1	Clerk to purser.....	750	
1	Steward (purser's).....	360	
1	Steward (surgeon's).....	360	
			\$22,370
	HOSPITAL.		
1	Surgeon.....	2,250	
2	Assistant surgeons, at \$1,150 each.....	2,300	
1	Hospital steward.....	480	
4	Nurses, at \$180 each.....	720	
2	Washers, at \$144 each.....	288	
1	House-cleaner.....	144	
1	Messenger.....	144	
1	Gatekeeper.....	360	
1	Gardener.....	276	
2	Cooks, at \$168 each.....	336	
2	Watchmen, at \$240 each.....	480	
1	Engineer for steam-pump.....	360	
			8,133
	LABORATORY.		
1	Surgeon, director of laboratory.....	2,250	
1	Assistant surgeon.....	1,150	
			3,400
	CIVIL.		
1	Storekeeper.....	1,700	
1	Naval constructor.....	2,600	
1	Civil engineer.....	2,500	
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.....	800	
1	Porter.....	360	
			15,220
	Total.....		49,123

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

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

PHILADELPHIA.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
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, (purser's)	360	
1	Steward, (surgeon's)	288	
			\$18,348
HOSPITAL.			
1	Surgeon	2,250	
1	Passed assistant surgeon	1,150	
1	Steward, (surgeon's)	480	
1	Cook	156	
2	Nurses, at \$180 each	360	
2	Washers, at \$108 each	216	
			4,612
NAVAL ASYLUM.			
1	Captain	3,500	
1	Commander	2,100	
1	Lieutenant	1,500	
1	Chaplain	1,500	
1	Carpenter	800	
1	Secretary	900	
1	Steward to the asylum	360	
1	Steward, (purser's)	480	
1	Matron	204	
4	Washers, at \$108 each	432	
1	Cook	168	
2	Cooks, (assistants) 1 at \$120, and 1 at \$96	216	
4	Laundresses, at \$108 each	432	
8	Scrubbers and house cleaners, at \$96 each	768	
4	Laborers	288	
1	Master-at-arms	300	
1	Ship's corporal	240	
			14,188
CIVIL.			
1	Storekeeper	1,500	
1	Naval constructor	2,600	
1	Superintendent of floating dock and machinery	1,000	
1	Measurer and inspector of timber	1,050	
1	Clerk of the yard	1,200	
1	Clerk to the commandant	1,200	
1	Clerk to the storekeeper	900	
1	Clerk (2d) to the storekeeper	750	

Y. & D. No. 3—Continued.

PHILADELPHIA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Clerk to the naval constructor	\$800	
1	Porter	360	
			\$11,360
	Total		48,508

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

WASHINGTON.

NAVAL.			
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	Purser's assistant when performing duties of clerk also	750	
1	Steward, (surgeon's)	360	
			18,110
ORDINARY.			
1	Passed midshipman	750	
1	Boatswain's mate	228	
1	Carpenter's mate	228	
1	Steward	360	
10	Ordinary seamen, at \$120 each	1,200	
			2,766
CIVIL.			
1	Storekeeper	1,700	
1	Naval constructor	2,600	
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	960	
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 cambouse maker	1,250	
1	Master chain-cable and anchor maker	1,250	
1	Pyrotechnist	1,500	
1	Keeper of magazine	480	
1	Porter	360	
			17,350
	Total		38,226

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

REPORT OF THE
Y. & D. No. 3—Continued

NORFOLK.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
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
HOSPITAL.			
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
CIVIL.			
1	Storekeeper.....	1,700	
1	Naval constructor.....	2,600	
1	Civil engineer.....	2,500	
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.....	800	
1	Keeper of the magazine.....	480	
1	Porter.....	360	
			15,850
Total			47,368
<p>NOTE.—The surgeon of the yard is to be required to attend to the marines also.</p>			

Y. & D. No. 3—Continued.

PENSACOLA.

No.	Officers, &c.	Pay.	Aggregate
NAVAL.			
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	
			\$21,570
ORDINARY.			
1	Lieutenant.....	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	
80	Ordinary seamen, at \$120 each.....	9,600	
			13,452
HOSPITAL.			
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
CIVIL.			
1	Storekeeper.....	1,700	
1	Naval constructor.....	2,600	
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	

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

PENSACOLA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Clerk (2d) to the storekeeper.....	\$900	\$15,770
1	Clerk (3d) to the storekeeper.....	750	
1	Porter.....	360	
Total.....			59,066

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

SAN FRANCISCO.

NAVAL.			
1	Captain.....	5,000	13,250
1	Commander.....	3,000	
1	Master.....	1,500	
1	Surgeon.....	3,000	
1	Steward (surgeon's).....	750	
CIVIL.			
1	Navy agent, to do the duty of purser also.....	4,000	22,250
1	Storekeeper.....	2,500	
1	Constructing engineer.....	4,000	
1	Clerk to navy agent } One to do the duty of clerk of the	3,000	
1	Clerk to navy agent } yard also.....		
1	Clerk and draughtsman to constructing engineer.....	2,500	
1	Clerk to the storekeeper.....	1,500	
1	Clerk to the commandant.....	1,500	
1	Porter.....	750	
Total.....			35,500

RECAPITULATION.

Yards.	Naval.	Ordinary	Hospital.	Asylum.	Laboratory.	Civil.	Aggregate.
Portsmouth, N. H.....	\$18,810	\$3,822	.....	.....	.....	\$11,960	\$34,592
Boston.....	22,370	.....	\$5,262	.....	.....	14,720	42,352
New York.....	22,370	.....	8,138	.....	\$3,400	15,220	49,128
Philadelphia.....	18,348	.....	4,612	\$14,188	.....	11,360	48,508
Washington.....	18,110	2,766	.....	.....	.....	17,350	38,226
Norfolk.....	24,970	.....	6,548	.....	.....	15,850	47,368
Pensacola.....	21,570	13,452	8,274	.....	.....	15,770	59,066
San Francisco.....	13,250	.....	.....	.....	.....	22,250	35,500
	159,798	20,040	32,834	14,188	3,400	124,480	354,740

Y. & D. No. 4.

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, 1856.

PORTSMOUTH, N. H.

For completing cooper's shop and watchmen's quarters; dredging front of basin; dock basin; offices and muster-room; sewer and drainage; removing ledge; paving; flue-boiler at smithery; repairs of floating dock; and repairs of all kinds..... \$89,258

BOSTON.

For removing and altering coal-house at smithery; stone wall north side of timber dock, and filling area around machine shop and smithery; copper and iron store and paint shop; packing house and cooperage; rebuilding dock-engine boiler-house; paving area around dry-dock; paving between sheds Nos. 31 and 33; gas-pipes and burners for the yard, commandant's and officers' quarters; extension of city sewer to sea-wall; finishing coal-house at ropewalk; machinery for machine-shop, smithery, &c.; steam-engine and pump for ropewalk; oakum pickers; and repairs of all kinds..... \$226,900

NEW YORK.

For extension of smithery; machinery for smithery; carpenters' shop; oakum shop; quay wall; paving and flagging; dredging channels; timber and knee-slip; dry dock pavement; filling in low places and grading; filling in new purchase; and repairs of all kinds..... \$381,000

PHILADELPHIA.

For adding 60 feet to ship-house F; roof to ship-house F; roof to ship-house G; wharf No. 4; dredging channels; repairs of dry dock; and repairs of all kinds..... \$66,700

WASHINGTON.

For ordnance building, (to refund amount borrowed from machinery;) completing cradle to marine railway; extension of boiler shop; conversion of ordnance to machine shop; forge shop for new steam-hammer; shoring ways in ship-house T; lining walls of slip; wall west side of yard; pavements, drains, and gutters; grading and filling low places; raising roof of brass foundry; fire-engine house; dredging channels; reservoir for water; and repairs of all kinds..... \$198,586

REPORT OF THE

NORFOLK.

For continuing quay wall; reservoirs for rain-water; dredging channels; foundry; engine of dry dock; carpenters' work-shop; rail tracks and cars at St. Helena; scows, landing cranes and derricks; cart-shed; lime and cement storehouse; steam-boxes and boilers; pitch-house; and repairs of all kinds.....	<u>\$243,158</u>
--	------------------

PENSACOLA.

For permanent wharf, deep basin, and dredging; coping for basin; filling in and paving; removing sunk caisson; paint-shop and cooperage, (to complete;) repairs of cisterns Nos. 14, 25, and 26; water-pipes to permanent wharf; guard-house at west gate; shell-house; wall around shell-house; lightning-conductors; railway to spar-house; towards west basin and launching-slip; steam-box; fire-engine house; and repairs of all kinds..	<u>\$267,470</u>
---	------------------

SACKETT'S HARBOR.

For repairs of all kinds.....	<u>\$2,000</u>
-------------------------------	----------------

SAN FRANCISCO.

For completing storehouse; completing blacksmiths' shop; completing carpenters' shop; wharf; houses (3) for quarters; and repairs of all kinds.....	\$285,000
For continuation of basin and railway.....	<u>400,000</u>

RECAPITULATION.

Portsmouth, New Hampshire.....	\$89,258
Boston.....	226,900
New York.....	381,000
Philadelphia.....	66,700
Washington.....	198,586
Norfolk.....	243,158
Pensacola.....	267,470
Sackett's Harbor.....	2,000
San Francisco.....	685,000
	<u>2,160,072</u>

Y. & D. No. 5.

Statement showing the several sums which make up the amounts of the first and second items in the general estimate for the Bureau of Yards and Docks, marked Y. and D.—A, for the year ending 30th June, 1856.

FIRST ITEM.

For recruiting stations.....	\$36,600
For naval branch at yards and stations.....	159,798
For hospital branch at yards and stations.....	50,422
For ordinary branch at yards and stations.....	20,040
	<u>266,860</u>

SECOND ITEM.

For the civil branch at all the yards and stations.....	<u>\$124,480</u>
---	------------------

BUREAU OF YARDS AND DOCKS,
October 13, 1854.

Y. & D. No. 6.

Estimate of the amount that will be required towards the construction and completion of works, and for the current repairs at the several naval hospitals, for the year ending 30th June, 1856.

BOSTON.

For repairs of all kinds.....	<u>\$6,000</u>
-------------------------------	----------------

NEW YORK.

For enclosing wall; repairs of buildings and fences; grading and cemetery; machinery, &c.; labor; and repairs of all kinds.....	<u>\$19,270</u>
---	-----------------

PHILADELPHIA.

For paving Shippen street; repairing lower floor of main building; improving wharf property; repairs to furnaces, grates, and ranges; gas; house-cleaning and white-washing; water rent; furniture and repairs to same; and repairs of all kinds.....	<u>\$7,100</u>
---	----------------

NORFOLK

For repairs of hospital and dependencies.....	<u>\$1,200</u>
---	----------------

PENSACOLA.

For water-closets; lightning-conductors; draining ponds;
wall around burial ground; and repairs of all kinds. . . . \$19,828

RECAPITULATION.

For Boston.....	\$6,000
For New York.....	19,270
For Philadelphia.....	7,100
For Norfolk.....	1,200
For Pensacola.....	19,828
Total.....	<u>53,398</u>

BUREAU OF YARDS AND DOCKS,
October 13, 1854.

Y. & D. No. 7.

Estimate of the amount that will be required towards the construction and completion of works and for the current repairs at the several naval magazines, for the year ending 30th June, 1856.

PORTSMOUTH, N. H.

For repairs of all kinds..... \$500

BOSTON.

For fire-proof building for loaded shells; house for unloaded shells and work-shop; platforms for stowing shot; addition to storehouse for gun-carriages; and for repairs of all kinds. \$22,000

NEW YORK.

For gunner's house at Ellis's island; machinery and fitting room for its use; gun-carriage shop, &c.; building for stowing gun-carriages, &c.; fire-proof building for loaded shells; building for unloaded shells; shot platforms; stowage and transportation of guns; and for repairs of all kinds. \$110,000

PHILADELPHIA.

For a fire-proof building for loaded shells; purchase of land; magazine and keeper's house; fitting-room for ordnance stores, &c. \$20,000

WASHINGTON.

For a cap-machine (Wright's patent;) rebuilding experimental battery; and fuel for ordnance foundry.....	<u>\$9,500</u>
--	----------------

NORFOLK.

For fitting up storehouse for filling, &c.; shot platforms and gun-skids	<u>\$10,000</u>
--	-----------------

PENSACOLA.

For a fire-proof house for loaded shells; fitting room for ordnance stores; gun-skids; shot platforms; and repairs of magazine.....	<u>\$8,000</u>
---	----------------

RECAPITULATION.

For Portsmouth, N. H.....	\$500
For Boston.....	22,000
For New York.....	110,000
For Philadelphia.....	20,000
For Washington.....	9,500
For Norfolk.....	10,000
For Pensacola.....	8,000
 Total.....	 <u>180 000</u>

BUREAU OF YARDS AND DOCKS,
October 13, 1854.

—
No. 4.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, &c.,
October 10, 1854.

SIR: In submitting for your consideration an estimate of the amount necessary for the support of this branch of the naval service for the fiscal year ending 30th June, 1856, it may be proper to refer to the number and condition of the ships of which it is at present composed.

The ships-of-the-line, ten in number, were commenced about the years 1818 to 1822, and four of them are at this time on the stocks.

The Pennsylvania, the only three-deck ship in the navy, was launched in 1837, previous to which it was necessary to remove much of the work, which had decayed during the sixteen years she had been on the stocks. This ship could not now be sent to sea without being rebuilt; the frame, of live-oak, being probably the only part that would be found in good condition, and which has a considerable value as it stands in place.

The Delaware and North Carolina, launched in 1820, are likewise unfit for sea service, and require extensive repairs or rebuilding.

The Ohio, launched about the same time, having been more recently rebuilt, is in a better condition, and might, at moderate cost, be made available for service at home.

The Pennsylvania, Ohio, and North Carolina, are at present in commission as receiving-ships.

The Columbus, launched in 1819, is of smaller dimensions than the other ships-of-the-line, and therefore her services in time of war would be much restricted. She likewise requires to be rebuilt before she can again go to sea.

The Vermont, commenced in 1818 and launched in 1848, is the only ship-of-the-line that can be at once made available for foreign service.

The Alabama, Virginia, and New York, on the stocks since 1818; are about two-thirds completed in their hulls, but a portion of the work already done must be renewed. These vessels being under cover, their deterioration has been much less than that of the ships afloat.

The New Orleans, on the stocks at Sackett's Harbor, was commenced in 1815, and is not half built. For several years the name of this vessel was omitted in the Navy Register, and it is probable she will never be of any service to the navy. Steam-vessels will take the place of sailing-vessels on these lakes.

There has been no ship-of-the-line at sea since the return of the Ohio, in 1850.

The ships-of-war of all nations constructed about the period the ships above named were built, were designed with a view to numerous or heavy armaments, which are continued far to the extremities of the ship. Whilst this is desirable in some points of view, it produces a form which is not so well calculated for speed, yet these vessels combine many nautical qualities to a very high degree.

The difficulty of converting sailing-ships into efficient auxiliary steamers arises from their want of capacity or internal space, and the change can be effected with greater success in large than in small ships. The additional weight required to be carried causes a greater immersion, and impairs their nautical qualities; but this can to some extent be remedied by reducing their rate.

The Pennsylvania and the Columbus are the two ships which in this way could be most advantageously converted, the former into an auxiliary screw steam-frigate, and the latter into an auxiliary spar-deck sloop.

The frigates on the Navy Register are thirteen in number, of which two are at present on the stocks.

The largest ship of this class, the Independence, was built in 1814, as a ship-of-the-line, and in 1837 was converted into a frigate. She has been recently repaired, but upon her return from the present cruise in the Pacific will require to be rebuilt.

The Constitution and United States were originally built in 1797, but have both been rebuilt many times. The Constitution was repaired in 1848, at a cost of \$198,000. The United States was rebuilt in 1823, at an expense of \$222,083; and again in 1832, at \$208,148; from which latter period up to 1846, her repairs have amounted to

\$335,427. This ship has not been to sea since her return in 1849, and must be rebuilt at a cost equal to that of a new ship. The dimensions of both these ships are much smaller than those of the frigates they would have to encounter in the next war.

The Brandywine, Potomac, Columbia, Cumberland, Savannah, Raritan, and St. Lawrence, were commenced about the year 1821. These ships have all been extensively repaired several times, the cost of which is constantly increasing as they become older. To repair the Brandywine would, as in the case of the United States, be at the cost of a new ship.

The Congress is a vessel of larger dimensions and in better condition than most of those just named. She was launched in 1841, as soon as completed; has been continually in service, and is at present ready for sea.

The Santee, commenced in 1820, and the Sabine, commenced in 1822, are the two frigates on the stocks. Under the act of Congress for building "six steam-frigates," these ships have been directed to be launched and equipped.

The general principle upon which the fore-named ships were planned, was in a great measure that of the English ships of the time, with relatively sharp after-ends and full fore-ends, and not as the superior French ships of an earlier date.

From the length of time the Santee and Sabine have been on the stocks, and the consequent necessity of removing many of the plank and some of the principal pieces, it has been taken advantage of to improve the form of the fore-end, and there is no doubt but that the result will show that the constructors at the different yards where they are building have successfully carried out the views of the department. These ships are ready for launching, and can be immediately fitted for service. Two of the frigates being represented as unworthy of repair, there will thus be eleven frigates afloat, with which to keep seven at sea, but of the four in reserve there will be two that require heavy repairs before they could be sent abroad.

The sloops-of-war are twenty in number. The largest of these ships, the Constellation, was built in 1797, as a frigate of the second class, and had been many times rebuilt. Being found altogether unworthy of further repair, she has been rebuilt as a spar-deck sloop, and will be fully equal to the razeed sloops of other nations.

The Macedonian was also a frigate of the second class, built in 1836, and has been converted into a spar-deck sloop. These two ships may be considered as among the most efficient in the navy.

The Portsmouth, Plymouth, St. Mary's, Jamestown, Germantown, and Saratoga, were launched from 1842 to 1845, and are the sailing-ships of the latest date that have been built in the navy. The repairs on these ships have already become very costly, and some of them will require rebuilding.

The John Adams, Vincennes, Falmouth, Vandalia, St. Louis, Cyane, and Levant, are generally old ships, some of them having been built in 1826, and others as late as 1838. In some cases, the repairs of these ships have been very costly; that of the St. Louis, in 1839, being \$116,205; since which there has been expended \$127,845, and

on her return she will require rebuilding. The Vincennes, in 1849, cost \$99,861; the Vandalia, in 1849, the sum of \$109,683.

The remaining sloops-of-war, the Decatur, Marion, Dale, and Preble, are of a small class, and were built in 1839. Taking into consideration their size and efficiency, there will be no advantage in continuing them in the service when they again require extensive repairs.

The several squadrons requiring that eighteen sloops-of-war be kept at sea, there will be but two ships available for any sudden emergency. It is now necessary when a ship of this class returns from a cruise, immediately to commence the repair, however disadvantageous the time or circumstances may be.

The brigs, four in number, are too small to be of much service. To be efficient, they should be of larger size.

The steamers that may be considered ships-of-war, are eight in number, of which the San Jacinto and Princeton are screw-steamers, and the Mississippi, Susquehanna, Powhatan, Saranac, Michigan, and Fulton, are side-wheel steamers.

The Michigan is confined to Lake Erie, and the Fulton is only useful for harbor or coast service.

The Mississippi, Susquehanna, and Powhatan, will require repairs to their hulls, and most of them repairs on their machinery. When this becomes necessary, to an expensive degree, in the Powhatan and Susquehanna, there will be an advantage in converting them into screw-steamers, and as such they will be more efficient than at present.

The remaining vessels on the Register can only be considered as transports or tenders.

From the above statement there would be effective for foreign or sea service, two ships-of-the-line, nine frigates, eighteen sloops-of-war, four brigs, and six steamers—that is, thirty-nine vessels of the seventy-two which appear on the Register.

With a view to a comparison between the tonnage of the navy and that of the merchant marine, the following statement is given:

In 1802, when the navy was reorganized, and the useless vessels sold, the total tonnage of the merchant service was 892,104 tons, and that of the navy 14,268 tons, or the $\frac{1}{62}$ part.

In 1853 the total tonnage of the merchant service was 4,407,010 tons, and that of the thirty-nine efficient ships above named as available for sea service is 48,963 tons, or the $\frac{1}{90}$ part.

In addition to the ships before mentioned, there are at present in construction the six steam-frigates authorized by the act of Congress approved April 6, 1854; the steam-frigate Franklin, rebuilding, is also of the same class.

The live-oak frames and much of the copper and iron were on hand and immediately available for the building of these ships, but the white-oak and yellow-pine were deficient. For several years an appropriation for the gradual increase of the navy was expended for the purchase and accumulation of such materials, and from that which was so collected the repairs and rebuilding of the navy has since been done. These purchases having ceased, the consequence is that the most important pieces of timber for a ship are rare—at some of the

yards are not to be had; and complete frames or sets of pieces have had to be broken, from this necessity.

The stock of keels, posts, stems, hooks, floors, and keelsons, is now nearly exhausted. The knee-timber is so reduced, and has been so often culled, that it is very probable the steam-frigates cannot be completed without recourse being had to the use of iron knees. These important pieces of timber require much time to collect, and are not to be obtained at a short notice. The demand for such pieces in the large ships and in the steamers of the merchant service has greatly increased the cost and reduced the number.

To show the poverty of the navy in white-oak at the time these ships were commenced, the aggregate of the whole quantity at the several yards, suitable for the purpose, was not one-third of that required for the six steam-frigates, and of the yellow-pine about two-thirds; these ships must, therefore, be built with unseasoned timber.

The quantity of timber necessary to maintain the present navy afloat, is not less than 170,000 cubic feet per year; and for the last few years the contracts have not reached over 150,000 cubic feet, but that quantity has not been delivered.

The contractors being often persons who have no immediate connexion with the business they undertake, they offer at low rates, and, finding there will be no profit, their efforts are directed to evade the difficult portions of their contracts, or they fail in them altogether.

The annual appropriation having been strictly limited to the least possible amount with which the service can struggle on, there can be nothing provided or on hand with which to execute anything beyond it; and, as in the present instance, there must not only be delay, but the materials must be purchased at the highest price. For the purpose of carrying out the act of Congress for the construction of six steam-frigates, and launching and equipping the frigates Santee and Sabine, the further sum of \$3,000,000 will be required.

The estimate for the steam-frigates which accompanied the report of last year, was based upon the actual cost of the largest steam-propeller frigate in the navy; but the increased size and power of the ships now building, the rise in the price of materials and labor, together with the expense of equipping the frigates Santee and Sabine, will make the sum named necessary.

The estimate for the fiscal year ending 30th June, 1856, for the purpose of repair and keeping up the present fleets, is \$2,799,500; being an increase of \$264,550 beyond that of the present year.

In consequence of the great rise in the price of all materials made use of in building ships, and in the cost of labor, it has been already made known that the appropriation for the present fiscal year may be expected to fall short. The increase made by Congress was very much below the amount absorbed by coal for the Japan expedition, to which there should be added the expense of all other kinds of that as well as of the Behring Straits squadron. The cost of keeping up the ships of which the present navy is principally composed, will annually increase; and as the number of steamers is augmented, so will be the cost of fuel and the repair of steam machinery. In addition to this, the dura-

bility of a steamer may be expected to be less than that of a sailing-ship, thus further increasing the expense as the steam navy is enlarged.

When the amount above estimated as necessary for the repairs of ships, their wear and tear, steam machinery, fuel and hemp, shall have been granted, at the end of the period for which it is required the navy will be in about the same condition in which it is at present—the stock will not be increased; no new ships can be added, however urgent the necessity, without a great loss of time and of money, very much beyond that of the deterioration of the materials which might be kept on hand.

The iron war-steamer building by Mr. Stevens, in accordance with an act of Congress of 14th April, 1842, is still in progress. The total amount specified in the contract is \$586,717 84; of which, \$86,717 84 is to be retained until the ship is tried by the department. The superintendent represents that a large number of workmen are engaged on the ship; that the keel is laid, a number of frames prepared, and the engines and boilers in progress.

The sum of \$250,000 is asked for this vessel.

There appears to be very little certainty of obtaining American water-rotted hemp, as the cultivators, making great profit at the present price of dew-rotted, seem to have little inducement to water-rot. The small amount of money which can be allotted from the appropriation for the navy to the purchase of hemp, if devoted entirely to encourage this branch of agriculture, could produce but a small result. Flax canvass, which is an important article for the navy, is also obtained from foreign countries.

The manufacture of sheet-copper by the navy proving successful, it is thought that the further purchase of the manufactured article may be suspended, and the navy prepare the bolt and sheet copper for its own use. The manufacture of oakum will in like manner be to the interest of the service.

The store-ships of the navy seem to be a considerable burden of this bureau, as the entire cost of their maintenance is borne by it; yet the principal use is for another bureau of the Navy Department.

Your attention is respectfully solicited to the position and pay of the principal agents of this bureau, the naval constructors, by whom, in a great measure, the appropriations for this branch of the naval service are expended. Two-thirds of the cost of building and repairing the ships is under their direction, and the economical expenditure of the materials and labor depends upon their skill and judgment. Though the pay of all branches of the naval service has been increased, that of the naval constructors has remained as it was fixed some twenty-five to thirty years ago.

The naval constructor is the principal and leading mechanic in a navy yard; his presence is constantly necessary; but they are not provided for as are the naval officers connected with the establishment; and even the little addition which they did have to their pay, (a small allowance of their apprentices,) has, within a year or two, been taken from them.

The following is a list of vessels of the navy upon which work has been executed at the several navy yards, during the past fiscal year:

Portsmouth, N. H.—Franklin, Santee, Cyane, Princeton, Fulton.

Boston.—Vermont, Santee, Dale, Germantown, Decatur, John Adams, Cyane.

New York.—North Carolina, Independence, Congress, Cumberland, Columbia, Brandywine, Sabine, Albany, Cyane, Bainbridge, Princeton, Vixen, Relief.

Philadelphia.—St. Mary's, Cyane, Jamestown, Fulton, San Jacinto.

Washington.—Engineer, Alleghany, Fulton.

Gosport, Va.—Pennsylvania, Savannah, Potomac, Raritan, St. Lawrence, Columbia, Constellation, Falmouth, Ontario, Preble, Decatur, Dolphin, Perry, Saranac, Princeton, Alleghany, Fulton, Massachusetts, Engineer.

Pensacola, Fla.—Vixen, Albany.

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

JOHN LENTHALL,

Chief of the Bureau.

HON. JAMES C. DOBBIN,

Secretary of the Navy.

A.—*Estimate of the amount required for the expenditures of the Bureau of Construction, Equipment, and Repair, for the fiscal year ending on the 30th June, 1856.*

For salary of chief of the bureau, per act of 31st August, 1842, vol. 5, sec. 3, p. 579.....	\$3,000 00
For salary of engineer-in-chief, per act of 31st August, 1842, vol. 5, sec. 4, p. 577.....	3,000 00
For salary of one clerk, 4th class, per act of 3d March, 1853; pamphlet edition, page 210.....	1,800 00
For salary of seven clerks, 2d class, per acts of 3d March, 1853, and of April 22 and August 4, 1854; pamphlet edition.....	9,800 00
For salary of one clerk, 1st class, per acts of 3d March, 1853, and of April 22 and August 4, 1854; pamphlet edition.....	1,200 00
For salary of one messenger, per acts of 31st August, 1842, (vol. 5, sec. 6, page 580.) and of April 22 and August 4, 1854.....	840 00
For salary of two laborers for the bureau and office of engineer-in-chief, per acts of April 22 and August 4, 1854.....	1,152 00
	20,792 00
CONTINGENT EXPENSES.	
For blank books, binding, stationery, printing, and miscellaneous items.....	800 00
	21,592 00

B.

Estimate for pay of commission, warrant, and petty officers and seamen, including the engineer corps of the navy, required for vessels proposed to be kept in commission, including receiving-vessels, for the fiscal year ending 30th June, 1856.

For the fiscal year ending 30th June, 1855.....	<u>\$2,102,610</u>
For the fiscal year ending 30th June, 1856.....	<u>\$2,640,857</u>

NOTE.—The excess over the estimate for the last year arises from an increase of pay allowed to seamen in the navy, as authorized by the general order of the department of August 11, 1854.

C.

Estimate of the amount required for objects under the direction of this bureau, payable from the appropriation for increase, repairs, &c., exclusive of armament 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 on the 30th of June, 1856.

For the fiscal year ending June 30, 1855.	Amount appropriated for the fiscal year ending June 30, 1855.	For the fiscal year ending June 30, 1856.
Increase, &c.... \$2,214,950 Six steam-frigates 1,080,000	Increase, &c... \$2,534,950 Six steam-frigates, Santee, and Sa- bine.....3,000,000	Increase, &c.... \$2,799,500 Six steam-frigates. Santee, and Sa- bine 3,000,000 Stevens's war steamer..... 250,000
<u>3,294,950</u>	<u>5,534,950</u>	<u>6,049,500</u>

D.

Estimate of the amount required for the expenditures under the head of "enumerated contingent" for the fiscal year ending on the 30th June, 1856.

For the fiscal year ending 30th June, 1855.....	<u>\$300,000</u>
For the fiscal year ending 30th June, 1856.....	<u>\$350,000</u>

NOTE.—The excess above last year is in consequence of the increased cost of freight and transportation.

RECAPITULATION OF ESTIMATES.

Civil.

Salaries	\$20,792
Contingent	800

Navy.

Pay of the navy	2,640,857
Increase, repairs, &c	6,049,500
Contingent enumerated	350,000

E.—Vessels in commission belonging to the navy, on the 1st of October, 1854.

Names of vessels.	Guns.	Men.	Where built.	Date.	Sailed.	What service.
<i>Ships-of-the-line.</i>						
Pennsylvania	120	.....	Philadelphia	1837	.....	Receiving-ship, Norfolk.
North Carolina	84	.....	do	1820	.....	Receiving-ship, New York.
Ohio	84	.....	New York	1820	.....	Receiving-ship, Boston.
<i>Frigates.</i>						
Independence	56	.....	Boston	1814	.....	Pacific.
Constitution	50	400	do	1797	Mar. 2, 1853	Coast of Africa.
Columbia	50	400	Washington	1836	Feb. 11, 1853	Home Squadron.
Cumberland	50	400	Boston	1842	May 17, 1852	Mediterranean.
St. Lawrence	50	400	Norfolk	1847	Dec. 11, 1851	Pacific.
Savannah	50	400	New York	1842	Sept. 14, 1853	Brazil.
<i>Sloops.</i>						
Macedonian	22	227	Captured, 1812; rebuilt	1836	April 13, 1853	East Indies.
Portsmouth	22	162	Kittery	1843	Dec. 16, 1851	Pacific.
Plymouth	22	162	Boston	1843	Aug. 23, 1851	East Indies.
St. Mary's	22	162	Washington	1844	Oct. 15, 1853	Pacific.
Albany	22	162	New York	1846	Nov. 27, 1852	Home Squadron.
Germantown	22	144	Philadelphia	1846	Dec. 2, 1853	Brazil.
Vincennes	20	136	New York	1826	June 11, 1853	North Pacific Exploring Expedition.
St. Louis	20	162	Washington	1828	Aug. 24, 1852	Mediterranean.
Levant	20	162	New York	1837	July 12, 1852	Do.
Vandalia	20	142	Philadelphia	1828	Mar. 5, 1853	East Indies.
John Adams	20	162	Charleston, S. C., 1799; rebuilt.	1820	.....	Pacific.
Marion	16	104	Boston	1839	Jan. 8, 1853	Coast of Africa.
Dale	16	105	Philadelphia	1839	Oct. 8, 1853	Do.
Decatur	16	104	New York	1839	June 14, 1854	Pacific.
Preble	16	.....	Portsmouth, N. H.	1839	.....	Practice-ship, Annapolis.
Falmouth	20	.....	Boston	1827	.....	Home Squadron.

<i>Brigs.</i>						
Bainbridge	6	70	Boston.....	1836	Nov. 4, 1853	Brazil.
Porpoise	4	59	do.....	1836	June 11, 1853	North Pacific Expedition.
<i>Schooner.</i>						
Fennimore Cooper			Purchased at New York.....		June 11, 1853	North Pacific Expedition.
<i>Steamers.</i>						
Susquehanna	9	231	Philadelphia.....	1850	June 8, 1851	East Indies.
Mississippi	10	210	do.....	1841	Nov. 24, 1852	Do.
Powhatan	9	231	Norfolk	1850	Feb. 13, 1853	Do.
Michigan.....	1	70	Erie, Penn.....	1844		Lakes.
Water Witch.....	2	46	Washington.....	1845	Feb. 8, 1853	River La Plata.
John Hancock.....	3	50	Boston.....	1850	June 11, 1853	North Pacific Expedition.
Engineer.....			Purchased.....			Norfolk; tender.
Massachusetts.....	8	75	Transferred from War Departm't.....		July 5, 1854	Pacific.
Fulton.....	5		New York.....	1837		
San Jacinto.....			do.....	1850	Sept. 2, 1854	Baltic Sea.
Saranac.....	6	194	Kittery.....	1848	Nov. 19, 1853	Mediterranean.
Princeton.....	10		{ New York.....	1843 }		
			{ Boston.....	1851 }		Pacific.
<i>Store-ships and receiving-ships.</i>						
Relief.....	6	36	Philadelphia.....	1836	Sept. 24, 1854	Brazil.
Lexington.....	6	37	New York.....	1825	June 18, 1853	East Indies.
Southampton.....	4	37	Norfolk.....	1845	Dec. 8, 1852	Do.
Supply.....	4	30	Purchased.....	1846	May 4, 1852	Do.
Fredonia.....	4	12	do.....	1846		Stationed at Valparaiso.
John P. Kennedy.....			do.....	1853	June 21, 1853	North Pacific Expedition.
Warren.....			Boston.....	1826		Store-ship, San Francisco.
Ontario.....			Baltimore.....	1813		Receiving-ship, Baltimore.
Union.....			Norfolk.....	1842		Receiving-ship, Philadelphia.

F.

Vessels in ordinary, repairing and equipping, &c.

Names of vessels.	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	50	Kittery	1841	New York.
Raritan	50	Philadelphia	1843	Do.
United States	50	do	1797	Norfolk.
Potomac	50	Washington	1821	Do.
Brandywine	50	do	1825	New York.
<i>Sloops.</i>				
Cyane	20	Boston	1837	Boston.
Constellation	22	Norfolk	1854	Norfolk.
Saratoga	20	Kittery	1842	Boston.
Jamestown	22	Norfolk	1844	Philadelphia.
<i>Brigs.</i>				
Perry	6	Norfolk	1843	New York.
Dolphin	4	New York	1836	Norfolk.
<i>Steamers.</i>				
Alleghany	2	Pittsburg, Pa.	1847	Washington.
Vixen	3	Purchased	1846	Do.

G.

Vessels on the stocks and in progress of construction October 1, 1854.

SHIPS-OF-THE-LINE.

Alabama

Virginia

New York

New Orleans

Kittery.

Boston.

Gosport.

Sackett's Harbor.

FRIGATES.

Santee

Sabine

Kittery.

New York.

AUXILIARY STEAM-FRIGATES.

Franklin.....	Kittery, (rebuilding.)
Merrimack.....	Boston.
Niagara.....	New York.
Wabash.....	Philadelphia.
Minnesota.....	Washington.
Roanoke.....	Norfolk.
Colorado.....	Norfolk.

STEAMERS.

Stevens's iron steamer.....Hoboken, New York.

H.—*Abstract statement showing receipts and expenditures for fiscal year ending June 30, 1854, and value of all the stores on hand at the various navy yards on the 1st day of July, 1854.*

Navy yards.	On hand July 1, 1853.	Received.	Expended.	On hand July 1, 1854.
Portsmouth.....	\$669,841 63½	\$43,330 33	\$46,611 51	\$666,560 50½
Boston.....	1,522,599 41	493,866 12	434,663 38	1,581,802 15
New York.....	1,371,207 21	263,736 19	264,225 42	1,370,717 98
Philadelphia.....	442,771 71	72,188 34	61,467 04	453,493 01
Washington.....	411,163 73	362,011 58	265,475 74	507,699 57
Norfolk.....	1,641,065 26	237,202 27	316,867 49	1,561,400 04
Pensacola.....	248,521 58½	37,139 22	11,695 23	273,965 57½
Memphis.....	6,552 03	23,771 92	21,168 83	14,155 12
Total.....	6,313,722 62	1,538,245 97	1,422,174 64	6,429,793 95

I.

Statement of the number of days' labor, and its cost, from July 1, 1853, to June 30, 1854, 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.	Number of days' labor.	Cost of labor.	Average per diem.
Portsmouth.....	17,011½	\$33,077 43	\$1 94.4
Boston.....	65,803½	122,477 75	1 86
New York.....	129,299½	221,714 60	1 71.5
Philadelphia.....	59,457¾	92,978 90	1 56.2
Washington.....	51,445½	80,104 88	1 55.7
Norfolk.....	188,670½	323,236 57	1 71.3
Pensacola.....	7,160½	13,609 21	1 90
	518,848½	887,199 34	1 71

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, &C.,
 October 10, 1854.

SIR: In conformity with the act of the 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 22 inclusive, as well those which were rejected as those accepted, between the 1st of November, 1853, (date of last report) and 1st of October, 1854; 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, with great respect, your obedient servant,
 JOHN LENTHALL,
Chief of the Bureau.

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

No. 1.

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. 22 inclusive, as well those which were accepted as those which were rejected, between October 20, 1853, and October 1, 1854: reported in obedience to an act of Congress of March 3, 1843.

* Schedule of prices per Merrick & Son for repairs on steamer San Jacinto...	\$70,000 00
Schedule of prices per E. Wheeler for tank iron at Washington, D. C., per pound.....	6½ cents.
Schedule of prices per James L. Foxwell for white-oak timber at Washington, D. C., per cubic foot	45 cents.

* Contract for repairs of the San Jacinto made with the Navy Department September 22, 1853.

Scale of offers to furnish metals at the navy yard, Kittery, Me., under advertisement of May 11, 1854.

Bidders.		Class 3.
		Iron.
1	Joseph R. Anderson.....	*\$2,400 00
2	Wm. Lang.....	2,775 00
3	Lyman D. Spalding.....	2,850 00
4	John A. Higgins.....	3,600 00
5	Caleb Bonsal.....	3,900 00

* Accepted.

No. 4.

Scale of offers to furnish metals at the navy yard, Charlestown, Mass., under advertisement of May 11, 1854.

Bidders.		Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 10.
		Copper.	Composition.	Iron	Iron spikes and nails.	Lead.	Tin and zinc.	Brass.	Hardware.
1	Horton, Hall & Co.....	\$19,937 00	*\$3,060 00	\$3,197 25	*\$537 50	*\$1,187 50	*\$1,850 00	*\$170 00	*\$984 53
2	John A. Higgins		4,840 00		1,070 00	1,450 00	1,950 00	440 00	
3	Storer & Stephenson	*19,660 00	3,320 00						
4	Caleb Bonsal.....	27,040 00	5,600 00		1,160 00	1,600 00	2,249 00	575 00	
5	Wm. Lang			3,791 50	605 00				
6	F. W. Lincoln.....	20,663 00							
7	Jos. R. Anderson.....			*3,163 50	550 00				

* Accepted.

No. 5.

Scale of offers to furnish metals at the navy yard, Brooklyn, under advertisement of May 11, 1854.

Bidders.		Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 10.
		Copper.	Composition.	Iron.	Iron spikes and nails.	Lead.	Tin and zinc.	Brass.	Hardware.
1	Jos. R. Anderson.....			\$5,745 00					
2	C. S. Storms.....								2,139 69
3	Tyce, Ryerson & Co.....	\$33,876 00		5,780 00	\$700 00				
4	Colegate, Coffin & Co.....								2,886 97
5	John A. Higgins.....		850 00		1,242 50	\$890 00	\$497 40	\$279 40	
6	Wm. Lang.....			6,163 25	632 50				
7	Caleb Bonsal.....	46,670 00	1,000 00		1,335 00	1,120 00	578 20	266 00	
8	Storer & Stephenson.....	*33,727 50	*725 00	*5,635 00	*614 00	*790 00	*475 80	*201 80	*1,973 65
9	F. W. Lincoln.....	34,390 19							

* Accepted.

No. 6.

Scale of offers to furnish metals at the navy yard, Philadelphia, under advertisement of May 11, 1854.

Bidders.		Class 1.	Class 3.	Class 10.
		Copper.	Iron.	Hardware.
1	Jos. R. Anderson.....		*\$1,640 00	
2	Storer & Stephenson.....	*\$24,837 75	1,665 00	*\$1,536 90
3	Michael Wise.....	27,597 50		
4	John A. Higgins.....	31,540 00	2,920 00	
5	Caleb Bonsal.....	39,425 00	4,100 00	
6	Jas. Leslie, jr.....		2,050 00	1,607 65
7	Wm. Lang.....		1,824 50	
8	F. W. Lincoln.....	25,153 15		

* Accepted.

No. 7.

Scale of offers to furnish metals at the navy yard, Washington, under advertisement of May 11, 1854.

Bidders.		Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 8.	Class 9.	Class 10.
		Iron.	Nails.	Lead.	Tin and zinc.	Brass.	Pig iron.	Tank iron.	Hardware.
1	Jas. R. Anderson	*\$21, 175 00	.....	.....	.....	.....	\$2, 500 00	.....	.....
2	H. Abbott.....	.....	.....	.....	.....	.....	.....	\$10, 870 00	.....
3	M. B. Buckley.....	.....	.....	.....	.....	.....	2, 000 00	*10, 437 50	.....
4	Jno. Ellicott, jr.....	.....	.....	.....	.....	.....	2, 062 50	.....	.....
5	Thompson & Ondersluys .....	.....	.....	.....	.....	.....	2, 122 00	11, 072 00	.....
6	George Gardner & Co.....	28, 819 00	.....	.....	.....	.....	.....	.....	.....
7	B. H. Ellicott	24, 029 78	.....	.....	.....	.....	.....	.....	.....
8	Jas. Leslie, jr .....	.....	.....	.....	.....	\$300 00	.....	.....	\$379 80
9	E. Wheeler .....	.....	\$300 00	.....	.....	.....	.....	.....	*339 36
10	Caleb Bonsal.....	.....	450 00	\$75 00	\$9, 860 00	400 00	*1, 920 00	.....	.....
11	John A. Higgins.....	.....	450 00	60 00	9, 262 00	455 00	.....	.....	.....
12	Storer & Stephenson.....	.....	*297 00	*40 00	*7, 542 50	*298 00	1, 950 00	.....	.....

* Accepted.

No. 8.

Scale of offers to furnish metals at the navy yard, Gosport, under advertisement of May 11, 1854.

	Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 8.	Class 10.
		Copper.	Composition.	Iron.	Iron spikes and nails.	Lead.	Tin and zinc.	Brass.	Pig iron.	Hardware.
1	Jos. R. Anderson.....			\$14,252 50						
2	Storer & Stephenson.....	*\$21,258 00	*\$1,238 00	*14,006 25	\$1,010 50	\$1,140 00	\$1,830 00	*\$342 40	*\$200 00	
3	John A. Higgins.....		4,570 00		1,381 00	*1,052 50	*1,565 00	513 60	260 00	*\$4,293 00
4	Caleb Bonsall.....	26,610 00	4,361 25	14,128 00	*1,002 75	1,054 50	1,660 00	480 00	222 50	7,974 50
5	Hollingsworth & Co.....	22,908 00								
6	John Abbott.....			†Informal						
7	E. Wheeler.....			16,218 50						
8	Wm. Lang.....			16,349 00	1,122 50				275 00	
9	J. H. Stickney.....								212 50	
10	Jas. Leslie, jr.....					1,208 26	1,694 50	368 80		
11	E. J. Griffith.....		6,033 75		1,259 25	1,165 00		428 00		4,441 45
12	F. W. Lincoln & Co.....	21,421 50								

* Accepted.

†Offers for part of class.

No. 9.

Scale of offers to furnish metals at the navy yard, Pensacola, under advertisement of May 11, 1854.

	Bidders.	Class 1.	Class 2.	Class 3.	Class 6.	Class 7.	Class 10.
		Copper.	Composition.	Iron.	Tin and zinc.	Brass.	Hardware.
1	Jos. R. Anderson			*\$150 00			
2	F. W. Lincoln.....	\$9,526 87					
3	Wm. Lang.....			240 00			
4	A. L. Avery.....	8,914 25	\$975 00	150 00	\$100 00	*\$31 50	*\$176 29
5	Storer & Stephenson.....	*7,676 50	*825 00	170 00	*62 50	55 00	228 20
6	John A. Higgins	11,482 25	1,650 00	240 00	125 00	71 00	

*Accepted.

No. 3 awarded by lot.

No. 10.

Scale of offers to furnish miscellaneous materials at the navy yard, Charlestown, under advertisement of May 11, 1851.

		Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.
Bidders.		Paints and oils.	Flax canyas.	Cotton canvas.	Flax and cotton twine.	Glass.	Oakum.	Leathor.
1	Horton, Hall & Co	*\$2,742 10			*\$491 00	*\$14 25	*\$1,000 00	*\$246 00
2	John A. Higgins	4,272 50			880 00			450 00
3	J. G. Kidder							
4	Southard, Herbert & Co							
5	Samuel Engle							
6	Storer & Stephenson		\$11,937 50					
7	Hunneman, Hazen & Co	2,847 80						
8	Caleb Bonsal							500 00
9	William Lang	2,876 15						
10	McKim & Cutter							
11	John E. Doyle						1,900 00	
12	William Mason & Son			*\$2,732 20				
13	Lewis Timberlake		11,126 25					
14	William Brand & Co		*10,362 50					

* Accepted.

SECRETARY OF THE NAVY.

No. 10—Continued.

	Bidders.	Class 8.	Class 9.	Class 10.	Class 11.	Class 12.	Class 13.	Class 14.
		Hose.	Brushes.	Dry goods.	Sperm oil and candles.	Stationery.	Pitch, tar, &c.	Ship chandlery.
1	Horton, Hall & Co.....	*\$294 00	*\$139 50	*\$437 00	\$1,575 00	.....	*\$5,328 75	\$10,155 70
2	John A. Higgins.....	.....	225 00	875 00	2,070 00	.....	6,655 00	12,221 00
3	J. G. Kidder.....	.....	.....	.....	1,530 00	.....	.....	.....
4	Southard, Herbert & Co.....	.....	.....	.....	*1,481 00	.....	.....	.....
5	Samuel Engle.....	.....	.....	.....	.....	.....	5,368 40	.....
6	Storer & Stephenson.....	.....	.....	.....	.....	.....	.....	*8,917 00
7	Hunneman, Hazen & Co.....	.....	.....	.....	.....	.....	.....	.....
8	Caleb Bonsal.....	.....	225 00	.....	2,375 00	.....	6,705 00	.....
9	William Lang.....	.....	.....	.....	.....	.....	.....	† Informal.
10	McKim & Cutter.....	.....	.....	.....	.....	*\$772 10	.....	.....
11	John E. Doyle.....	.....	.....	.....	.....	.....	.....	.....
12	William Mason & Son.....	.....	.....	.....	.....	.....	.....	.....
13	Lewis Timberlake.....	.....	.....	.....	.....	.....	.....	.....
14	William Brand & Co.....	.....	.....	.....	.....	.....	.....	.....

* Accepted.

† Informal; offers for part of class.

No. 11.

Scale of offers to furnish miscellaneous materials at the navy yard at Brooklyn, under advertisement of May 11, 1854.

Ex. Doc. 1—32*

	Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 7.
		Paints and oil.	Flax canvas.	Cotton canvas.	Flax and cotton twine.	Glass.	Leather.
1	Storer & Stephenson.....	*\$6,228 00	\$26,312 56	\$9,639 00	*\$590 00	*\$351 70	\$180 00
2	William Mason & Son.....			*9,248 25			
3	William Brand & Co.....		*24,299 00				
4	Lewis Timberlake.....		26,198 65				
5	C. S. Storms.....	6,333 65			606 00		*123 00
6	Tyce, Ryerson & Co.....	7,586 50					
7	John A. Higgins.....	9,206 00			1,050 00		260 00
8	J. G. Kidder.....						
9	William Lang.....	7,155 35					
10	John C. Bowie & Co.....						203 00
11	Caleb Bonsal.....						360 00
12	Samuel Engle.....						
13	Nathan Lane & Co.....						
14	Southard, Herbert & Co.....						
15	George C. Glazier.....						

* Accepted.

SECRETARY OF THE NAVY.

No. 11—Continued.

Bidders.	Class 8.	Class 10.	Class 11.	Class 12.	Class 13.	Class 14.
	Hose.	Dry goods.	Sperm oil and candles.	Stationery.	Pitch, tar, &c.	Ship chandlery.
1 Storer & Stephenson.....	\$1,200 00	*\$1,722 00	*\$2,652 00	.....	\$850 00	*\$2,567 50
2 William Mason & Son.....	.....	.....	.....	.....	.....	.....
3 William Brand & Co.....	.....	.....	.....	.....	.....	.....
4 Lewis Timberlake.....	.....	.....	.....	.....	.....	.....
5 C. S. Storms.....	640 00	1,745 70	2,712 50	.....	*821 00	.....
6 Tyce, Ryerson & Co.....	.....	2,506 50	4,190 00	.....	.....	2,746 00
7 John A. Higgins.....	1,600 00	3,335 50	3,622 50	.....	1,340 00	.....
8 J. G. Kidder.....	.....	.....	2,911 00	.....	.....	.....
9 William Lang.....	.....	.....	.....	.....	.....	.....
10 John C. Bowie & Co.....	*520 00	.....	.....	.....	.....	.....
11 Caleb Bonsal.....	2,000 00	4,490 00	5,440 00	.....	.....	.....
12 Samuel Engle.....	.....	.....	.....	.....	1,050 00	.....
13 Nathan Lane & Co.....	.....	.....	.....	*\$530 77	.....	.....
14 Southard, Herbert & Co.....	.....	.....	2,818 00	.....	.....	.....
15 George C. Glazier.....	.....	.....	.....	.....	.....	2,815 10

* Accepted.

No] 12.

Scale of offers to furnish miscellaneous materials at the navy yard, Philadelphia, under advertisement of May 11, 1854.

Bidders.		Class 1.	Class 2.	Class 3.	Class 4.	Class 6.	Class 10.	Class 11.	Class 13.	Class 14.
		Paints and oil.	Flax canvas.	Cotton canvas.	Flax and cotton twine.	Oakum.	Dry goods.	Sperm oil and candles.	Pitch, tar, &c.	Ship chandlery.
1	Wm. Mason & Son			*\$1,403 82	\$107 75					
2	Storer & Stephenson	*\$673 10	\$11,046 00	4,848 30	*105 59	*\$1,275 00	*\$20 00	\$60 00	*\$315 00	*\$253 65
3	Michael Wise	747 79			107 75	3,600 00		*39 00	348 00	277 68
4	John A. Higgins	813 80			258 60		60 00	90 00	620 00	429 60
5	Caleb Bonsal				344 80	2,000 00	100 00	120 00	660 00	474 90
6	John E. Doyle					1,975 00				
7	Lewis Timberlake		10,264 45							
8	Wm. Brand & Co.		*9,817 50							
9	N. Dunn								600 00	
10	Samuel Engle								391 30	

* Accepted.

SECRETARY OF THE NAVY.

Scale of offers to furnish miscellaneous materials at the navy yard, Washington, under advertisement of May 11, 1854.

Bidders.		Class 1.	Class 6.	Class 11.	Class 13.	Class 14.	Charcoal.
		Paints and oil.	Oakum.	Sperm oil and candles.	Pitch, tar, &c.	Ship chandlery.	
1	John E. Doyle.....		\$246 87				
2	Howell & Morsell.....	\$374 25	200 00		*\$125 00	*61 75	
3	Josiah B. Bowman.....						*\$200 00
4	Philip Otterback.....						264 00
5	John A. Higgins.....	535 00		\$430 00	210 00	152 50	
6	Storer & Stephenson.....	*342 00	*159 37	*295 00	155 00		
7	Nathaniel Dunn.....				240 00		

* Accepted.

No. 14.

Scale of offers to furnish miscellaneous materials at the navy yard, Gosport, under advertisement of 11th May, 1854.

Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 7.
	Paints and oil.	Flax canvass.	Cotton canvass.	Flax and cotton twine.	Glass.	Leather.
1 Wm. Mason & Son.....			*\$71697 85			
2 Storer & Stephenson.....	*\$6,555 00	\$21,080 00	9,140 00	\$1,180 00	\$3,358 00	*\$1,610 00
3 John A. Higgins.....	7,162 25			*1,159 00	*3,241 00	2,151 00
4 J. R. C. Barclay.....						
5 Vickery & Griffith.....						
6 Nathan Lane & Co.....						
7 Caleb Boneal.....	7,471 00			1,500 00		2,466 00
8 Samuel Engle.....						
9 Elisha Gammage.....						
10 Southard, Herbert, & Co.....						
11 Lewis Timberlake.....		19,304 70				
12 Brand & Co.....		*18,315 00				

* Accepted.

No. 14—Continued.

Bidders.		Class 8.	Class 9.	Class 10.	Class 11.	Class 12.	Class 13.	Class 14.
		Hose.	Brushes.	Dry goods.	Sperm oil and candles.	Stationery.	Pitch, tar, &c.	Ship chandlery.
1	Wm. Mason & Son.....							
2	Storer & Stephenson.....	\$5,000 00	\$1,423 83	\$3,905 00	*\$5,964 00		*\$1,523 00	\$5,064 75
3	John A. Higgins.....	*4 800 00	1,406 58	*3,423 50	8,388 75		1,768 00	*4,805 08
4	J. R. C. Barclay.....					*\$758 59		
5	Vickery & Griffith.....					933 19		
6	Nathan Lane & Co.....					847 55		
7	Caleb Bonsal.....	5,015 00	*1,295 58	3,571 00	7,992 00		1,685 00	5,868 57
8	Samuel Engle.....						1,689 95	
9	Elisha Gammage.....						1,583 75	
10	Southard, Herbert, & Co.....				6,010 40			
11	Lewis Timberlake.....							
12	Brand & Co.....							

* Accepted.

No. 15.

Scale of offers to furnish miscellaneous materials at the navy yard, Pensacola, under advertisement of May 11, 1854.

	Bidders.	Class 1.	Class 5.	Class 10.	Class 11.	Class 14.
		Paints & oil.	Glass.	Dry goods.	Sperm oil & candles.	Ship chandlery.
1	Southard, Herbert & Co.....				\$2,310 00	
2	John A. Higgins.....	\$2,324 00		\$37 50	3,500 00	
3	A. L. Avery.....	1,272 00	*\$100 00	30 00	2,250 00	*\$199 00
4	C. P. Knapp.....	1,535 50		*22 50	2,740 00	
5	Storer & Stephenson..	*1,247 00	100 00	75 00	*2,050 00	386 00

* Accepted.

No. 5 awarded by lot.

An offer was received on the 27th June from Jno. B. Todd for class 1, being after the time limited for the reception of bids.

No. 16.

Scale of offers to furnish timber, &c., at the navy yard, Kittery, Maine, under advertisement of May 11, 1854.

	Bidders.	Class 2.	Class 4.	Class 5.	Class 10.	Class 13.
		White oak.	Yellow pine.	Whitepine.	White ash oars & hickory capstan bars.	Spar timber.
1	John H. Broughton..			\$2,350 00		
2	S. G. Bogert.....	*\$42,540 00	\$26,245 00	1,500 00	\$265 20	*\$1,946 00
3	G. A. Hammond.....			*1,450 00		
4	Mark T. Goodwin.....			1,487 50		
5	N. W. Coffin.....		29,880 00			
6	Thos. Neil.....				*212 16	
7	Brown & Trussell.....		23,792 50			
8	John A. Higgins.....				514 40	
9	W. White.....	67,400 00				
10	John Mathers.....			2,000 00		
11	Jas. A. Bill.....		*22,792 50			2,085 00

* Accepted.

An offer was received from Jos. Grice for classes 2, 4, 5, 10, and 13, on the 22d June, being after the time limited for the reception of bids.

No. 17.

Scale of offers to furnish timber, &c., at the navy yard at Charlestown, Massachusetts, under advertisement of 11th May, 1854.

Bidders.		Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 11.	Class 14.
		White oak.	White oak ship-knees.	Yellow pine.	White pine.	Ash, elm, and cypress.	Staves and heading.	Fire-wood.
1	S. & E. Knight.....							\$750 00
2	Oakman & Eldridge.....							*675 00
3	Nathaniel Dunn.....					\$600 00	*\$1,750 00	
4	James A. Bill.....			*\$6,982 50				
5	William White.....	\$46,600 00						
6	Brown & Trussell.....			8,330 00				
7	S. G. Bogert.....	*20,000 00	*\$1,500 00	11,025 00	*\$800 00	*500 00	2,000 00	
8	N. W. Coffin.....			11,025 00	1,500 00			

* Accepted.

An offer was received on the 22d June, from Joseph Grice, for classes 2, 3, 4, 5, 6, and 11, being after the time limited for the reception of bids.

No 18.

Scale of offers to furnish timber, &c., at the navy yard at Brooklyn, New York, under advertisement of May 11, 1854.

Bidders.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.
	White oak.	White oak ship-knees.	Yellow pine.	White pine.	Ash, elm, cypress.	Mahogany, black walnut, cherry, poplar.
1 Storer & Stephenson.....						
2 C. S. Storms.....						
3 John A. Higgins.....						
4 Wm. Lang.....						
5 Caleb Bonsal.....						
6 Oakman & Eldridge.....						
7 Peck & Church.....			\$24, 110 00	*\$5, 555 50	\$1, 190 00	
8 S. G. Bogert.....	*\$45, 420 00	\$5, 304 00	*22, 610 00	5, 979 00	1, 465 00	*\$1, 299 50
9 Jerome Ryerson.....					1, 405 00	1, 694 12
10 Joseph Grice.....			27, 260 00			
11 Thos. McCarty.....						
12 Job Carver.....			27, 640 00			
13 N. Dunn.....					2, 020 00	
14 F. A. Southmáyd.....		*4, 760 00			*1, 137 00	
15 George Crosby.....						2, 036 50
16 Brown & Trussell.....			27, 170 00			
17 Sam'l P. Brown.....						
18 Brown & Trussell.....						
19 Jas. A. Bill.....			23, 358 00			
20 Isaac F. Snow.....						
21 J. Bigler.....				5, 760 00		

* Accepted.

No. 18—Continued.

Bidders.	Class 8.	Class 9.	Class 10.	Class 11.	Class 12.	Class 13.	Class 14.
	Locust and red cedar.	Lignumvitæ.	White-ash oars and hickory capstan bars.	Staves and heading.	Black spruce spars.	Spar timber.	Fire-wood.
1 Storer & Stephenson							*\$2,475 00
2 C. S. Storms.....							3,600 00
3 John A. Higgins.....		\$890 00					
4 Wm. Lang.....		*500 00					
5 Caleb Bonsal		1,400 00					
6 Oakman & Eldridge.....					\$2,360 00		
7 Peck & Church.....							
8 S. G. Bogert.....	*\$435 00	1,000 00	*\$272 00	*\$780 00	2,100 00	*\$5,484 10	4,150 00
9 Jerome Ryerson.....	507 00		401 50		3,605 00		
10 Joseph Grice.....							
11 Thos. McCarty.....							2,803 10
12 Job Carver.....							
13 N. Dunn				895 00			
14 F. A. Southmayd.....			311 00		2,425 00		
15 George Crosby.....	522 00		424 00		3,780 00		2,772 75
16 Brown & Trussell.....							
17 Sam'l P. Brown					*\$1,590 00		
18 Brown & Trussell						6,398 00	
19 Jas. A. Bill.....							
20 Isaac F. Snow.....					2,400 00		
21 J. Bigler							

* Accepted.

An offer was received from Joseph Grice for classes 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, on June 22, being after the time limited for the reception of bids.

No. 19.

Scale of offers to furnish timber, &c., at the navy yard, Philadelphia, under advertisement of May 11, 1854.

Bidders.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 8.	Class 12.	Class 13.	Class 14.
	White oak.	White oak ship-knees.	Yellow pine.	White pine.	Ash, elm, cypress.	Locust, red cedar.	Black spruce spars.	Spar timber.	Fire-wood.
1 N. Dunn.....					*\$420 00	*\$100 00			
2 Julian M. Burnett.....									\$1,250 00
3 Peck & Church.....			\$15,580 00	*\$2,800 00					
4 Brown & Trussell.....			17,052 00						
5 S. G. Bogert.....	*\$50,500 00	†\$12,225 00	17,050 00	3,300 00					
6 J. Bigler.....				2,940 00					
7 Samuel B. Grice.....	54,625 00		18,730 00	3,900 00	595 00			\$11,533 25	†1,000 00
8 Edward H. Herbert.....			*14,640 00					*4,083 00	
9 Oakman & Eldridge.....							\$1,350 00		
10 Samuel P. Brown.....							*940 00		
11 Jos. Westcott.....							1,040 00		
12 F. H. Southmayd.....							1,030 00		

* Accepted.

† No contract made.

An offer was received from Jos. Grice for classes 2, 3, 4, 5, 6, 8, 12, 13, 14, on the 22d June, being after the time limited for the reception of bids.

Scale of offers to furnish timber, &c., at the navy yard, Washington, under advertisement of May 11, 1854.

	Bidders.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 14.
		White oak.	White oak ship-knees.	Yellow pine.	White pine.	Ash, elm, and cypress.	Mahog'ny, black walnut, cherry, and poplar.	Fire-wood.
1	Peck & Church.....			\$13,330 00		*1,645 00		
2	N. Dunn.....					3,300 00		
3	A. B. Waller.....				\$4,650 00	(†)		
4	J. Bigler.....				*3,802 00			
5	S. G. Bogert.....	*\$31,600 00	\$8,400 00	13,050 00	4,052 00	1,880 00	\$700 00	
6	Johnson & Walton.....	38,050 00	*7,700 00	13,610 00		1,887 00		
7	Jos. Temple.....			*11,920 00				
8	Thos. Tatem.....			16,912 00				
9	Samuel B. Grice.....	49,500 00	11,500 00	15,642 00	5,580 00	2,155 00	*620 00	\$1,575 00
10	Philip Otterback.....							*701 37
11	Jas. A. Bill.....			(†)				

* Accepted.

† Informal.

An offer was received from Jos. Grice for classes 2, 3, 4, 5, and 6, on the 22d of June, being after the time limited for the reception of bids.

No. 21.

Scale of offers to furnish timber, &c., at the navy yard at Gosport, Va., under advertisement of May 11, 1854.

Bidders.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 8.	Class 9.	Class 10.	Class 12.	Class 13.
	White-oak.	White-oak ship-knees.	Yellow-pine	White-pine.	Ash, elm, cypress.	Mahogany, black walnut, cherry, poplar.	Locust, red cedar.	Lignum-vita.	White ash oars and hickory capstan bars.	Black spruce spars	Spar timber.
1 John A. Higgins.....								\$560 00	\$1,806 00		
2 Catch Bonsal.....								720 00			
3 Wm. Lang.....								320 00			
4 Thos. Tatem.....			(†)								\$8,753 70
5 Jos. P. Tatem.....			(†)								*7,645 60
6 Peck & Church.....				\$7,237 50							
7 Oakman & Eldridge.....										\$2,642 75	
8 Jos. Westcott.....										*1,492 75	
9 Saul. P. Brown.....										1,905 50	
10 N. W. Coffin.....										3,685 25	
11 S. G. Bogert.....	\$86,655 00	\$13,000 00	*\$44,965 00	8,075 00				*\$1,000 00			
12 Edward H. Herbert.....	93,812 50										
13 Marsh, Tunis & Co.....				6,706 25	*\$2,384 00	*\$675 00		*280 00			
14 J. Bigler.....				*6,417 50							
15 Philip Otterback.....								360 00			
16 Johnson & Walton.....	*81,822 50	*9,800 00	(†)		2,506 00				*1,793 75		

* Accepted.

† Informal.

An offer was received on the 22d of June, from Joseph Grice, for classes 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, and 13, being after the time limited for the reception of bids.

Scale of offers to furnish timber, &c., at the navy yard at Pensacola, under advertisement of May 11, 1854.

Bidders.		Class 14.
		Fuel—wood and charcoal.
1	George G. Paterson.....	\$706 00
2	C. P. Knapp.....	*700 00
3	Storer & Stephenson.....	2,020 00

* Accepted.

List of contracts (embracing all coming under the cognizance of the Bureau of Construction, Equipment, and Repair) made and received from November 1, 1853, to October 1, 1854: prepared in conformity with an act of Congress of April 21, 1808.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. Feb. 1	1854. May 1	E. Wheeler	50,000 pounds tank iron, $\frac{1}{4}$ inch thick	\$0 06 $\frac{1}{2}$ per pound.	Washington.
			5,000 pounds boiler rivets, $\frac{3}{8}$ inch diameter, $1\frac{1}{8}$ inch long, (inside of head)	6 $\frac{1}{2}$ do	
June 19	Nov. 1	S. B. Grice	30,000 cubic feet yellow-pine plank stocks	44 $\frac{1}{10}$ per foot...	Washington.
June 25	Nov. 1	S. P. Brown	30,000 do do	46 $\frac{1}{10}$ do.....	Philadelphia.
			30,000 do do	47 $\frac{1}{2}$ do.....	Kittery.
June 28	Nov. 1	James N. McAlpine.....	30,000 do do	47 $\frac{1}{2}$ do.....	Brooklyn.
June 29	Nov. 1	James L. Foxwell	50,000 do do	29 $\frac{1}{2}$ do.....	Gosport.
			13,000 cubic feet white-oak plank stocks	45 do.....	Washington.
July 13	1855. June 30	Southard, Herbert & Co.	800 gallons sperm oil	1 60 per gallon...	Charlestown.
			300 gallons whale oil	67 do	
July 15	June 30	William Brand & Co.	75 bolts No. 1 flax canvas	16 50 per bolt...	Charlestown.
			125 bolts No. 2 do	15 00 do	
			250 bolts No. 3 do	14 00 do	
			100 bolts No. 6 do	10 80 do	
			100 bolts No. 7 do	9 50 do	
			200 bolts No. 8 do	8 60 do	
			100 bolts No. 1 do	16 40 do.....	Brooklyn.
			350 bolts No. 2 do	14 60 do	
			350 bolts No. 3 do	13 60 do	
			240 bolts No. 4 do	12 55 do	
			100 bolts No. 5 do	11 65 do	
			270 bolts No. 6 do	10 40 do	
			225 bolts No. 7 do	9 20 do	
			220 bolts No. 8 do	8 50 do	
			4,000 yards 24-inch flax coal bagging	40 per yard.	
			33 bolts ravens duck	8 00 per bolt.	
			200 bolts No. 2 flax canvas	15 00 do.....	Philadelphia.

LIST OF CONTRACTS—Continued.

ate.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 15	1855. June 30	William Brand & Co.....	175 bolts No. 4 flax canvas	\$12 90 per bolt....	Philadelphia.
			21 bolts No. 5....do.....	11 90 do	
			121 bolts No. 6....do.....	10 80 do	
			173 bolts No. 7....do.....	9 50 do	
			93 bolts No. 8....do.....	8 60 do	
			20 bolts flax bagging.....	28 00 do	
			100 bolts No. 1 flax canvas	17 00 do.....	Gosport.
			350 bolts No. 2....do.....	15 30 do	
			275 bolts No. 3....do.....	14 20 do	
			150 bolts No. 4....do.....	13 00 do	
			100 bolts No. 5....do.....	12 00 do	
			151 bolts No. 6....do.....	10 90 do	
			110 bolts No. 7....do.....	9 60 do	
			120 bolts No. 8....do.....	8 70 do	
			20 bolts light ravens duck.....	8 50 do	
			20 bolts heavy.....do.....	10 00 do	
			10 bolts Russia sheeting	10 00 do	
July 15	June 30	J. B. Bowman	2,000 bushels best white-pine or maple charcoal.....	10 per bushel..	Washington.
July 17	June 30	M. B. Buckley & Son	150,000 pounds $\frac{1}{4}$ -inch thick tank plate iron.....	6 per pound.	
			20,000 pounds $\frac{3}{8}$ by $1\frac{1}{2}$ -inch boiler rivets	6 $\frac{1}{2}$ do	
			3,000 pounds $\frac{3}{8}$ by $2\frac{1}{4}$ -inch.....do.....	6 $\frac{1}{2}$ do	
			(Iron, as per dimensions.)		
July 17	June 30	Michael Wise.....	60 gallons fish oil	65 per gallon..	Philadelphia
July 17	June 30	Horton, Hall & Co.....	6,000 pounds white F. zinc, in oil	9 $\frac{1}{2}$ per pound..	Charlestown.
			10,000 pounds white lead, dry	8 $\frac{1}{2}$ do	
			3,000 pounds red lead.....	7 $\frac{1}{2}$ do	
			500 pounds litharge	3 do	
			18 pounds vermilion.....	1 50 do	
			8 pounds Prussian blue	20 do	
			5,000 pounds whiting.....	1 do	

2,000 pounds putty.....	14	do
10 pounds umber.....	10	do
200 gallons spirits turpentine.....	65	per gallon..
10 gallons coach varnish.....	3 00	do
1,000 gallons paint oil.....	80	do
1,000 pounds flax twine.....	37	per pound.
500 pounds cotton twine.....	20	do
60 pounds seine twine.....	35	do
3 plates of glass, for binnacles.....	4 75	each.
10,000 pounds oakum, best quality.....	10	per pound.
500 pounds rigging leather.....	28	do
200 pounds pump leather.....	8	do
200 pounds bellows leather.....	45	do
300 feet hose.....	98	per foot.
75 whitewash brushes.....	1 24	each.
75 paint brushes.....	62	do
30 pounds thread, assorted.....	1 00	per pound.
100 yards muslin.....	11	per yard.
200 yards carpeting.....	1 98	do
75 barrels pitch.....	2 50	per barrel.
1,000 barrels thin tar.....	4 95	do
25 barrels rosin.....	2 25	do
30 barrels No. 1 turpentine.....	4 50	do
1,000 pounds composition spikes, 6-inch.....	20	per pound.
2,000 pounds..... do..... 7-inch.....	22	do
5,000 pounds..... do..... 8-inch.....	26	do
4,000 pounds composition sheathing nails, 1½ inch long.....	28	do
3,000 pounds ship spikes, 5 inches long.....	3¾	do
2,000..... do..... 5½..... do.....	4¾	do
2,000..... do..... 6..... do.....	6	do
1,000..... do..... 7..... do.....	6	do
2,000..... do..... 7½..... do.....	6	do
1,000..... do..... 8..... do.....	3	do
10,000 pounds sheet lead, assorted.....	8½	do
5,000 pounds pipe lead, assorted.....	6¾	do
14 boxes XX sheet tin.....	15 00	per box.
5 boxes S. D. sheet tin.....	18 00	do
3,000 pounds block tin.....	37	per pound.
3,000 pounds pig zinc.....	8	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 17	1855. June 30	Horton, Hall, & Co.....	2,000 pounds sheet zinc..... 300 pounds brass wire, assorted..... 200 pounds sheet brass, assorted..... 3 dozen 4 $\frac{1}{2}$ by 4-inch mortise locks, with mineral knobs, $\frac{3}{8}$ inch thick..... 2 dozen 4-inch brass cupboard locks..... 2 dozen 6-inch brass closet locks..... 4 dozen 2 $\frac{1}{2}$ -inch drawer locks, iron..... 4 dozen 2 $\frac{1}{2}$ -inch drawer locks, brass..... 1 dozen 4-inch chest locks, iron..... 4 dozen 4-inch door hooks, brass..... 2 dozen 6-inch..... do..... 2 dozen 6-inch flush bolts, brass..... 1 dozen 4-inch..... do..... 2 dozen 3-inch brass padlocks..... 2 dozen pairs 4 by 4-inch brass butt hinges..... 2..... do..... 3 $\frac{1}{2}$ by 3-inch..... do..... 2..... do..... 2 $\frac{1}{2}$ by 2-inch..... do..... 2..... do..... 2 by 2-inch..... do..... 2..... do..... 1 $\frac{3}{4}$ by 1 $\frac{3}{4}$ -inch..... do..... 2 dozen pairs secretary drawer hinges and ketches, brass..... 2 gross 2-inch No. 20 brass screws..... 4 gross 1 $\frac{3}{4}$ -inch No. 16..... do..... 4 gross 1 $\frac{3}{4}$ -inch No. 14..... do..... 6 gross 1 $\frac{1}{2}$ -inch No. 12..... do..... 1 gross 1-inch No. 8..... do..... 4 gross $\frac{3}{4}$ -inch No. 6..... do..... 4 gross $\frac{5}{8}$ -inch No. 5..... do..... 10 gross 1 $\frac{3}{4}$ -inch iron screws, No. 16..... 10 gross 1 $\frac{1}{4}$ -inch..... do..... No. 14.....	\$0 10 per pound.. 40 do 25 do 6 00 per dozen. 2 00 do 7 50 do 1 50 do 1 50 do 6 00 do 3 50 do 4 50 do 1 12 do 1 83 do 13 50 do 12 00 per doz. pairs 7 50 do 4 00 do 3 40 do 3 25 do 15 00 do 1 00 per gross. 2 88 do 1 12 do 1 00 do 2 00 do 57 do 52 do 77 do 58 do	Charlestown.

6 gross 1½-inch.... do..... No. 12	44	do
12 gross 1-inch.... do..... No. 13	18	do
10 gross ¾-inch.... do..... No. 8	25	do
10 gross ¾-inch.... do..... No. 6	20	do
5 gross ¼-inch.... do..... No. 3	16	do
50,000 1-inch clout nails.....	12	per M.
100 pounds 4-penny cut copper nails.....	45	per pound.
100 pounds 8-penny..... do.....	45	do
200 pounds 10-penny..... do.....	25	do
100 pounds 20-penny..... do.....	45	do
100 pounds China glue.....	20	do
100 pounds 3-penny iron cut nails.....	6	do
100 pounds 4-penny..... do.....	6	do
200 pounds 6-penny..... do.....	5	do
300 pounds 8-penny..... do.....	5	do
1,200 pounds 10-penny..... do.....	5	do
200 pounds 12-penny..... do.....	5	do
100 pounds 30-penny..... do.....	6	do
100 pounds 40-penny..... do.....	6	do
100 pounds 6-penny..... do.....	6	do
200 pounds 8-penny..... do.....	6	do
100 pounds 8-penny wrought-iron nails.....	10	do
200 pounds 10-penny..... do.....	7	do
10,000 2-inch iron brads.....	35	per M.
10,000 1½-inch.... do.....	35	do
5,000 1½-inch.... do.....	30	do
5,000 1-inch.... do.....	30	do
5,000 ¾-inch.... do.....	25	do
1 anvil.....	15	00
4 cooper's callipers.....	1	25 per piece.
30 hammers.....	62	do
30 planes, assorted.....	1	00 do
4 cooper's jointers.....	1	50 do
2 glue kettles.....	1	00 do
12 iron dividers, cooper's.....	13	do
4 pitch kettles, 50 gallons each.....	2	00 do
3 turning lathes.....	30	00 do
1 set turning tools.....	5	00 do
12 carpenter's rules, 2 feet.....	62	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 17	1855. June 30	Horton, Hall & Co.....	25 rasps 3 gauging rods 6 screwdrivers 20 spoke-shaves 6 trying squares 20,000 scupper nails 30 pounds copper wire 2 sets tin scales 2 steel spring-scales 150 pounds copper rivets, boat 2 glazing diamonds	\$0 37 per piece... 1 51 do 62 do 38 do 63 do 1 25 per M. 50 per pound. 6 00 each. 1 00 do 45 per pound. 4 50 per piece.	Charlestown.
1853. Sept. 22	1854. Feb. —	Merrick & Sons.....	San Jacinto, making and placing in boiler, &c.....	70,000 00.....	Philadelphia.
1854. July 18	1855. June 30	R. C. Barclay	48 reams foolscap paper, ruled..... 22 reams letter paper..... 16 reams log paper..... 8 reams envelope paper..... 3 reams blotting paper..... 70 sheets drawing paper, elephant 48 sheets drawing paper, double elephant 1 dozen blank log books 2 dozen blank expenditure books..... 1 dozen blank 3-quire receipt books..... 1 dozen blank 3-quire letter books 2 dozen blank 2-quire books..... 24 dozen blank memorandum books..... 1,000 blank monthly returns..... 1,000 blank weekly returns..... 850 blank requisitions	2 50 per ream... 3 00 do 5 50 do 2 75 do 2 00 do 12 per sheet. 16 do 60 00 per dozen. 24 00 do 9 00 do 9 00 do 3 60 do 1 00 do 8 00 per M. 8 00 do 5 00	Gosport.

July 18 June 30 John A. Higgins.....

50 sandboxes.....	1 00 per dozen.
2 dozen pounce boxes.....	48 do
5 dozen inkstands.....	3 00 do
3 dozen ink powders.....	60 do
212 bottles black ink, (pint each).....	1 75 do
168 bottles red ink, (half-pint each).....	1 75 do
125 pound papers black sand.....	1 per pound.
3 cases mathematical instruments.....	3 00 per case.
9 boxes water colors, paints.....	1 00 per box.
7 dozen penknives, (Congress).....	8 00 per dozen.
1 dozen paper knives.....	1 50 do
24 gross steel pens.....	75 per gross.
3 dozen steel pens, on cards.....	1 80 per dozen.
6,000 opaque quills.....	1 00 per M.
60 dozen Faber's black lead pencils, Nos. 1, 2, 3.....	37½ per dozen.
2,000 slate pencils.....	25 per hundred.
1 dozen wafer seals.....	1 50 per dozen.
1 dozen parallel rulers.....	6 00 do
½ dozen rolling rulers.....	3 00 do
288 pieces red tape.....	2 per piece.
25 Gunter's scales.....	33 each.
44 bolts taste.....	48 per dozen.
20 pounds wafers.....	38 per pound.
10 pounds sealing wax.....	50 do
16 pounds prepared India rubber.....	75 do
1 dozen erasers.....	2 25 per dozen.
1,500 pounds flax twine.....	50 per pound.
650 pounds cotton twine.....	50 do
210 pounds whipping twine.....	40 do
3,000 feet double thick crown glass, 14 by 16.....	50 per foot.
500..... do..... do..... 14 by 18.....	50 do
500..... do..... do..... 16 by 22.....	50 do
500 glass lights.....	2 00 per glass.
60 straight deck lights, 10 inches long, 3 inches wide.....	2 00 do
4 dozen patent deck lights.....	15 00 per dozen.
1 dozen magazine glasses, 10 inches diameter, 1½ inch thick, (to be of clear glass).....	36 00 do
1 dozen magazine glasses, 12 inches diameter, 1½ inch thick, (to be of clear glass).....	36 00 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 18	1855. June 30	John A. Higgins	1,500 feet leading hose, (in 50 feet lengths)..... 500 feet suction hose, (in 6 feet lengths)..... 40 pieces white bunting..... 45 pieces red bunting..... 25 pieces blue bunting..... 10 pieces yellow bunting..... 10 pieces green bunting..... 5 pieces black bunting..... 100 yards domestic cotton..... 10 yards blue nankeen..... 40 pounds thread, blue, white, red, green, and yellow, No. 25, assorted..... 500 pounds 4-pound thread..... 300 pounds 6-pound thread..... 200 pounds 8-pound thread..... 50 pounds shoe thread, No. 12..... 100 yards black cotton velvet..... 3 pieces hair-cloth, 24, 26, and 28 inches wide, say 120 yards. 100 yards fearnaught..... 400 pounds bat-cotton..... 50 spools spool-cotton, No. 20..... 300 yards green baize..... 80 yards linen osnaburgs, double width..... 2,800 pounds tallow..... 1,150 pounds beeswax..... 1,000 (83½ dozen) hickory brooms..... 1,000 (83½ dozen) corn brooms..... 2 dozen narrow axes..... 50 pounds mop-yarn..... 300 fishing-lines, (25 dozen).....	\$1 90 per foot. 3 90 do 9 00 per piece. 9 00 do 9 00 do 9 00 do 9 00 do 9 00 do 15 per yard. 25 do 1 25 per pound. 1 25 do 1 25 do 1 25 do 1 00 do 37 per yard. 2 00 do 1 00 do 20 per pound. 6 per spool. 1 00 per yard. 1 00 do 20 per pound. 45 do 3 00 per dozen. 6 00 do 35 00 do 75 per pound. 4 50 per dozen.	Gosport.

500 fishing-hooks, assorted, (41½ dozen).....	30	do
25 shoemaker's knives, (2½ dozen).....	3 00	do
1,600 sail-needles, assorted, (133½ dozen).....	1 00	do
150 mounted palms, (12½ dozen).....	12 00	do
44 papers sewing-needles, assorted.....	25	per paper.
750 ship scrapers.....	12 00	per dozen.
80 shovels.....	15 00	do
60 spades.....	15 00	do
5 seines of tanned flax, with bag and fixtures complete, (40 fathoms each).....	3 00	per fathom.
40 hanks of stout cod-lines.....	1 50	per hank.
40 hanks cod-lines.....	1 50	do
2 dozen silver calls.....	60 00	per dozen.
1,000 seaming needles.....	60	do
1 dozen slates.....	4 00	do
3 dozen log slates.....	12 00	do
15 pounds rotten-stone.....	50	per pound.
200 pounds lamp-wick yarn.....	50	do
50 casks lime.....	1 50	per cask.
12 bundles cooper's flags.....	50	per bundle.
48 sheets horn, for lanterns.....	12½	per sheet.
8 dozen life-preservers.....	40 00	per dozen.
250 pounds glue.....	25	per pound.
25 pounds borax.....	50	do
1,000 pounds sheet lead, 3 pounds per foot.....	10	do
2,000.....do.....4.....do.....	10	do
2,000.....do.....5.....do.....	9	do
3,000.....do.....6.....do.....	9	do
2,400 pounds lead pipe (different sizes).....	10	do
250 pounds brass solder.....	25	do
1,200 pounds block tin.....	35	do
1,000 pounds slat zine.....	16	do
30 boxes single tin, 10 by 14.....	11 00	per box.
10 boxes X tin.....do.....	12 50	do
30 boxes XX tin.....do.....	15 00	do
5 boxes XXX tin.....do.....	16 00	do
8 dozen ivory white knob mortise locks, 5 by 3½ inches.....	30 00	per dozen.
18 dozen ivory white knobs.....	7 50	do
10 dozen mineral white knob mortise locks, 5 by 3½ inches..	20 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 18	1855. July 30	John A. Higgins.....	20 dozen mineral knobs..... 14 dozen brass cupboard locks, 3 inches long..... 8 dozen brass drawer locks, 2 by 2½ inches..... 12 dozen large size brass padlocks with brass keys..... 20 dozen iron chest locks, 4 inches, with double hasps..... 6 dozen plain brass buttons, without plates..... 12 dozen brass screw hooks, 1½ to 2 inches..... 8 dozen brass flush rings, 2 inches..... 50 gross 3-inch iron screws, ¾ drawn wire..... 40 gross 2½-inch.....do..... Nos. 18, 19..... 40 gross 2-inch.....do..... Nos. 16, 18..... 35 gross, 1¾-inch.....do..... Nos. 11, 16..... 40 gross 1½-inch.....do..... Nos. 11, 12, 16..... 40 gross 1¼-inch.....do..... Nos. 10, 11..... 70 gross 1-inch.....do..... Nos. 8, 9, 11, 12..... 40 gross ¾-inch.....do..... Nos. 6, 8, 10..... 40 gross ½-inch.....do..... Nos. 3, 4..... 60 gross 3-inch brass screws, ¾ drawn wire..... 20 gross 2½-inch.....do..... Nos. 16, 17, 18..... 10 gross 2-inch.....do..... No. 18..... 40 gross 1¼-inch.....do..... Nos. 12, 13, 14..... 50 gross 1-inch.....do..... Nos. 11, 12, 13, 14..... 80,000 16-ounce iron cut tacks..... 200,000 1-inch copper cut tacks..... 8 dozen 2-inch brass butt hinges, with brass pins, not to slip..... 2 dozen hatchets..... 1 dozen tape lines, 100 feet each..... 4 pair tinnerns' shears..... 2 dozen assorted rasps..... 4 dozen pincers.....	\$4 00 per dozen.. 6 00 do 4 00 do 15 00 do 6 00 do 1 00 do 1 25 do 2 00 do 3 50 per gross. 2 00 do 1 50 do 1 00 do 1 00 do 1 00 do 75 do 50 do 6 00 do 6 00 do 6 00 do 2 50 do 1 50 do 25 per 1,000. 60 do 4 00 per dozen. 10 00 do 20 00 do 8 50 per pair. 12 00 per dozen. 5 00 do	Gosport.

3 dozen pliers	4 00	do
5 dozen two-foot rules (single and double).....	7 00	do
2 dozen carpenters' compasses.....	6 00	do
1 dozen carpenters' gauges.....	6 00	do
1 dozen coopers' axes	20 00	do
$\frac{1}{2}$ dozen coopers' adzes	30 00	do
$\frac{1}{2}$ dozen coopers' compasses.....	20 00	do
2 dozen firmer chisels, handled	12 00	do
2 dozen socket chisels, handled and assorted.....	12 00	do
$\frac{1}{2}$ dozen coopers' drawing-knives.....	18 00	do
$\frac{1}{2}$ dozen block planes, coopers	24 00	do
$\frac{1}{2}$ dozen coopers' bucket shaves.....	12 00	do
$\frac{1}{2}$ dozen coopers' in-shaves.....	12 00	do
$\frac{1}{2}$ dozen braces and bitts (48 bitts each)	8 00	per set.
$\frac{1}{2}$ dozen braces and bitts (20 bitts each)	4 00	do
4 small turning lathes	25 00	each.
3 dozen claw hammers.....	6 00	per dozen.
2 dozen wrench hammers, handled and assorted.....	24 00	do
2 dozen wood clamp-screws.....	10 00	do
$\frac{1}{2}$ dozen wood bench-screws	15 00	do
4 pair Dearborn's patent scales, to weigh 500 pounds.....	5 00	each.
8 pair steelyards, assorted, to weigh from 150 to 200 pounds.	3 00	do
4 sets small bread scales, and weights for each set	5 00	do
6 sets flat scales.	7 00	do
1 dozen butchers' steels	7 00	per dozen.
1 dozen bung borers.....	9 00	do
1 dozen tap borers.....	3 00	do
1 dozen pallet knives.....	4 00	do
2 dozen butcher knives.....	6 50	do
1 dozen putty knives	3 00	do
10 dozen brad awls, handled.....	1 00	do
2 dozen hammers	6 00	do
6 dozen grooving planes.....	15 00	do
4 dozen wood rasps, assorted.....	12 00	do
1 dozen trying squares.....	6 00	do
1 dozen saw-sets.....	6 00	do
$\frac{1}{2}$ dozen whip saws, Hoe's make.....	70 00	do
1 dozen cross-cut saws..do.....	36 00	do
1 dozen dove-tail saws..do.....	15 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 18	1855. July 30	John A. Higgins.....	1 dozen hack-saws, complete..... 2 dozen hack-saw blades..... ½ dozen grindstones..... 1 dozen gridirons..... 1 dozen copper tea-kettles..... 1 dozen iron tea-kettles..... 1 dozen fish kettles..... 1 dozen frying pans..... 1 dozen bake pans..... 1 dozen stew pans..... 2 dozen globe lanterns..... 16,000 scupper nails..... 6 sets zinc weights, from ½ oz. to 1 lb..... 6 sets iron weights, from 1 lb. to 4 lbs..... 6.....do.....4.....do.....28 do..... 2 reams sand paper, Nos. 1 and 2..... 1 dozen china bowls for water-closets..... ½ dozen carpenters' bevels, steel tongues..... 2 dozen 1½-inch flush bolts..... 6 sets table castors, 4 in a set..... 25 Argand lamps..... 3 dozen lamp chimneys..... 1 dozen lamp scissors..... 1 dozen bread sieves..... 1 dozen cheese knives..... 100 pounds curled hair..... 2 dozen sail prickers..... 2.....do.....rubbers..... 2.....do.....knives..... 1 dozen large screw plates and taps (8 taps).....	\$25 00 per dozen. 12 00 do 25 00 do 15 00 do 36 00 do 24 00 do 36 00 do 10 00 do 6 00 do 20 00 do 36 00 do 1 25 per M 1 25 per set. 50 do 3 00 do 5 00 per ream. 40 00 per dozen. 10 00 do 3 00 do 1 50 per set. 2 00 each. 1 25 per dozen. 6 00 do 9 00 do 7 75 do 45 per pound. 6 00 per dozen. 6 00 do 4 00 do 100 00 do	Gosport.

			1 dozen small do (6 taps)	70 00	do	
			2 reams emery paper	12 00	per ream.	
			10 pounds sal ammoniac	20	per pound.	
			50 Bath bricks	12	each.	
July 18	June 30	Philip Otterback	150 cords best seasoned pine wood	4 48	per cord . . .	Washington.
			5 do oak wood	5 87½	do	
July 18	June 30	Storer & Stephenson	32, 600 pounds sheathing copper, different sizes	31	per pound . . .	Charlestown.
			4, 000 pounds braziers' copper, (assorted thickness)	30	do	
			23, 000 pounds bolt copper, different sizes	31	do	
			2 tape lines (oiled) marked in feet and inches	5 00	each.	
			50 papers sewing needles, assorted	10	per paper.	
			1, 000 sail needles	3	each.	
			250 hickory brooms	12	do	
			450 corn brooms	20	do	
			400 pounds yellow beeswax	30	per pound.	
			40 pounds mop yarn	50	do	
			300 sheets mica	2	per sheet.	
			200 Bath bricks	5	each.	
			20 pounds red chalk	5	per pound.	
			12 hand pumps, (copper)	10 00	each.	
			1, 500 pounds pure tallow	15	per pound.	
			450 pounds packing yarn	20	do	
			200 dozen Russia mats	2 50	per dozen.	
			2 sets truss hoops	5 00	per set.	
			100 gross metallic grummets	4 50	per gross.	
			20 tons Manilla hemp	360 00	per ton.	
			15, 000 pounds pure dry white lead	10	per pound . . .	Brooklyn.
			4, 000 pounds lampblack	4	do	
			2, 000 pounds French ochre	2	do	
			20 pounds Chinese vermilion	1 00	do	
			5 pounds Chinese blue	40	do	
			10 pounds raw sienna	10	do	
			1, 200 pounds litharge	7	do	
			800 pounds Venetian red	2	do	
			200 pounds brown manganese	8	do	
			1, 000 pounds white zinc, ground in oil	10	do	
			50 pounds shellac	20	do	
			10 pounds sugar of lead	10	do	
			20 pounds gum daller	25	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 18	1855. June 30	Storer & Stephenson	5 pounds white vitriol 30 pounds asphaltum 5,000 gallons linseed oil 710 gallons spirits turpentine..... 42 gallons copal varnish..... 3 paint stones and muller..... 700 pounds flax twine, 3 thread..... 600 pounds cotton twine, 5 and 6 thread..... 300 pounds flax whipping twine..... 300 pounds seine twine..... 100 feet, 180 lights, 8 by 10-inch Redford crown glass, double thickness..... 150 feet, 154 lights, 10 by 14-inch Redford crown glass, double thickness..... 100 feet, 85 lights, 12 by 14-inch Redford crown glass, double thickness..... 50 feet, 38 lights, 12 by 16-inch Redford crown glass, double thickness..... 50 feet, 21 lights, 16 by 22-inch Redford crown glass, double thickness..... 4 10-inch magazine lens..... 20 10-inch by 3-inch deck lights..... 2 dozen 5½ by 4-inch plate glass, "champered" edge..... 12 port bulls' eyes..... 130 pounds carboy muriatic acid..... 130.....do.....sulphuric acid..... 50 pieces red bunting, 18 inches wide..... 50.....do.....12.....do..... 50 pieces white bunting, 18.....do..... 100.....do.....12.....do.....	\$0 20 per pound... 20 do 75 gallons. 60 do 2 00 do 2 00 each. 50 per pound. 25 do 27 do 3 do 20 per light. 20 do 20 do 30 do 50 do 15 00 each. 2 00 do 2 50 do 5 00 do 10 per pound. 10 do 5 00 per piece. 5 00 do 5 00 do 4 00 do	Brooklyn.

30.....do.....	9..do.....	3 00	do
10.....do.....	4½.do.....	2 50	do
10 yards broad-cloth.....		1 00	per yard.
500 yards white muslin.....		8	do
100 yards carpet binding.....		2	do
200 yards broad gimp.....		25	do
10 pieces blue worsted binding.....		30	per piece.
5 pounds black thread.....		1 00	per pound.
30 pounds white thread.....		1 00	do
20 gross black tufts.....		10	per gross.
100 pounds first quality shoe thread.....		5	per pound.
6 table covers.....		10 00	each.
200 yards Brussels carpet.....		1 25	per yard.
980 gallons sperm oil.....		1 15	per gallon.
4,000 pounds sperm candles, best quality.....		37	per pound.
50 gallons neatsfoot oil.....		90	per gallon.
1,000 pounds houseline.....		30	per pound.
30 sets signal halliards.....		50	per set.
2 deep-sea lines, size 1¾-inch, 300 fathoms long.....		5 00	each.
2.....do.....size 1½-inch, 200.....do.....		3 00	do
4.....do.....size ¾-inch, 120.....do.....		2 00	do
10 hand lead-lines, size ¾-inch, 50.....do.....		5 00	do
2 patent logs, complete.....		25 00	do
100 pounds spun cotton.....		15	per pound.
760 pounds beeswax.....		30	do
6 seines, from 45 to 80 fathoms, to be flax-tanned, with bag and fixtures.....		50 00	each.
600 cylinder bricks, different sizes.....		5	do
200 pounds white chalk.....		1	per pound.
5,000 pounds tallow.....		15	do
200.....do.....bleached.....		15	do
50 life-preservers.....		2 00	each.
1,000 fish-hooks, assorted.....		10 00	per M.
4 sets best white oak or hickory mast-hoops, 12 in a set.....		5 00	per set.
50 seaming-palms.....		60	each.
6,000 ¾-inch white-pine deck-plugs.....		2 00	per M.
16,000 ¾-inch yellow-pine.....do.....		3 00	do
10,000 1-inch.....do.....do.....		3 00	do
5,000 1½-inch white-oak.....do.....		2 00	do

1,000 pounds 2-inch by $\frac{3}{8}$ -inch	do	3	do
1,000 pounds 2 $\frac{1}{2}$ -inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 2 $\frac{1}{2}$ -inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 2 $\frac{3}{4}$ -inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 3-inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 3 $\frac{1}{4}$ -inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 3 $\frac{1}{2}$ -inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 3 $\frac{3}{4}$ -inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 4-inch by $\frac{3}{8}$ -inch	do	3	do
1,000 pounds 4 $\frac{1}{2}$ -inch by $\frac{3}{8}$ -inch	do	3	do
1,000 pounds 4 $\frac{3}{4}$ -inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 5-inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 5 $\frac{1}{2}$ -inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 6-inch by $\frac{3}{8}$ -inch	do	4	do
1,000 pounds 6-inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 6-inch by $\frac{3}{4}$ -inch	do	4	do
1,000 pounds 6-inch by 1-inch	do	4	do
1,000 pounds 1 $\frac{1}{2}$ -inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 1 $\frac{3}{4}$ -inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 2-inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 2 $\frac{1}{4}$ -inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 2 $\frac{1}{2}$ -inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 2 $\frac{3}{4}$ -inch by $\frac{1}{2}$ -inch	do	3 $\frac{1}{2}$	do
1,000 pounds 3-inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 3 $\frac{1}{4}$ inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 3 $\frac{1}{2}$ -inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 3 $\frac{3}{4}$ -inch by $\frac{1}{2}$ -inch	do	3 $\frac{1}{2}$	do
1,000 pounds 4-inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 4 $\frac{1}{4}$ -inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 4 $\frac{1}{2}$ -inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 4 $\frac{3}{4}$ -inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 5-inch by $\frac{1}{2}$ -inch	do	4	do
1,000 pounds 1 $\frac{1}{2}$ -inch by 1-inch	do	3 $\frac{1}{2}$	do
1,000 pounds 1 $\frac{3}{4}$ -inch by 1-inch	do	4	do
1,000 pounds 2-inch by 1-inch	do	4	do
1,000 pounds 2 $\frac{1}{4}$ -inch by 1-inch	do	4	do
1,000 pounds 2 $\frac{1}{2}$ -inch by 1-inch	do	4	do
1,000 pounds 2 $\frac{3}{4}$ -inch by 1-inch	do	3 $\frac{1}{2}$	do
1,000 pounds 3-inch by 1-inch	do	4	do

150 pounds 6-penny.....do.....	6	do
150 pounds 4-penny.....do.....	6	do
250 pounds wrought iron nails, (different sizes).....	6	do
6 sheets No. 18 sheet brass, 12 pounds to the sheet, 72 pounds.	40	do
5 sheets No. 16.....do.....do.....60 pounds.	50	do
4 sheets No. 14.....do.....do.....48 pounds.	50	do
4 sheets No. 10.....do.....do.....48 pounds.	50	do
100 pounds ¼-inch brass wire.....	50	do
20 pounds No. 4.....do.....	50	do
10 pounds No. 10.....do.....	50	do
10 pounds No. 13.....do.....	50	do
50 pounds brazier's solder.....	50	do
4,000 pounds pig lead.....	7	do
3,000 pounds lead pipe, ½ to 2½ inches.....	8	do
3,000 pounds milled lead, from 4 to 8 inches per foot.....	9	do
500 pounds banca tin.....	30	do
1 box 1 X tin plate.....	15 00	per box.
10 boxes 1 C tin plate.....	15 00	do
10 boxes 1 C, 14 by 20.....	15 00	do
12 sheets 18-pound sheet zinc, 216 pounds.....	5	per pound.
2 dozen 3-inch brass book-case locks.....	5 00	per dozen.
2 dozen 4-inch brass mortise locks.....	5 00	do
2 dozen 3-inch brass pad-locks.....	15 00	do
6 dozen 4-inch iron cupboard locks.....	5 00	do
6 dozen 3-inch iron drawer locks.....	3 00	do
8 dozen 3½ inch.....do.....	5 00	do
1 dozen 6-inch iron rim locks.....	10 00	do
2 dozen 7-inch iron dead locks.....	2 00	do
1 dozen 3½-inch iron chest locks.....	5 00	do
100 pair 2½-inch brass butts.....	20	per pair.
100 pair 3-inch.....do.....	20	do
50 pair 4 by 4.....do.....	20	do
50 pair 2-inch iron butts.....	10	do
100 pair 3½ inch.....do.....	10	do
15 sets brass secretary hinges and fastenings.....	5 00	per set.
42 gross brass screws, assorted.....	3 00	per gross.
93 gross iron screws, assorted.....	1 00	do
6 comp. binnacle braces and hooks.....	5 00	per set.
6 adzes, carpenters', handled.....	3 00	each.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 18	1855. June 30	Storer & Stephenson.....	10 axes, broad, handled..... 2 braces and bits, "48 bits"..... 100 shoe awls, handled..... 75 brad awls,..... do..... 12 drawing knives..... 20 shoemakers' knives..... 30 butcher knives..... 6 cheese knives..... 6 plyers knives..... 12 clamp screws, wood..... 6 spoke shaves..... 4 trying squares..... 3 grooving planes..... 4 plough planes..... 3 whip saws..... 6 tenon saws..... 2 compass saws..... 4 adzes, coopers'..... 8 compasses, coopers'..... 2 hollow knives, coopers'..... 2 block planes, coopers'..... 2 can shaves, coopers'..... 2 turning lathes and tools..... 6 glue kettles..... 24 ladles..... 50,000 ¾-inch cut copper tacks..... 50,000 1-inch..... do..... 20,000 1-inch..... do..... 50 pounds 1½-inch.. do..... 60 pounds 1½-inch.. do.....	\$5 00 each..... 10 00 do..... 5 do..... 5 do..... 2 00 do..... 25 do..... 25 do..... 50 do..... 50 do..... 1 00 do..... 1 00 do..... 50 do..... 5 00 do..... 10 00 do..... 1 00 do..... 3 00 do..... 1 00 do..... 3 00 do..... 50 do..... 1 00 do..... 3 00 do..... 2 00 do..... 100 00 do..... 5 00 do..... 10 do..... 80 per M..... 20 do..... 1 00 do..... 80 per pound..... 80 do.....	Brooklyn.

62,000 iron brads, assorted	10	per M.
157,000 iron cut tacks, assorted	10	do
5,000 gimp tacks	10	do
12 dozen black walnut knobs	4 00	per dozen.
50 pounds $\frac{1}{4}$ -inch copper wire	50	per pound.
25 pounds No. 19. do	60	do
35 pounds No. 10 iron wire	20	do
45 pounds Nos. 12, 14, 16, iron wire	20	do
30 pounds No. 1 copper rivets	1 00	do
20 pounds No. 2. do	1 00	do
12,000 sheave rivets, iron	2 00	per M.
12,000 cooper's rivets, American iron	1 00	do
1 ream sand paper	5 00	per ream.
4 sets dish covers, 12 to a set	20 00	per set.
6..... do..... 8..... do.....	15 00	do
6..... do..... 7..... do.....	1 00	do
4 oilstones	1 00	each.
6 grindstones, 120 pounds each	5 00	do
6 dozen blank keys for drawer locks, iron	3 00	per dozen.
80 dozen $\frac{3}{4}$ -inch brass curtain rings	4	do
2 dozen iron blank keys for door locks	5 00	do
12 dozen $\frac{3}{4}$ -inch brass escutcheons, flat	25	do
12..... do..... do..... do..... thread	25	do
1 pound..... do..... escutcheon pins	1 00	per pound.
10 dozen $\frac{2}{4}$ -inch brass flat buttons	1 00	per dozen.
10 dozen $\frac{1}{4}$ -inch brass plate buttons	1 00	do
12 sets $\frac{1}{4}$ -inch brass table castors	1 00	per set.
5 Dearhorn's patent balances	6 00	each.
12 sets lead weights, 1 oz. to 1 pound	1 00	per set.
12 sets iron weights, 1 pound to 4 pounds	3 00	do
12 sets iron weights, 4 pounds to 28 pounds	4 00	do
50 stew-pans, from 2 to 12 quarts	1 00	each.
6 iron pots, large size	2 00	do
7 sets poker, shovel, and tongs	20	per set.
6 butcher steels	50	each.
12 bread sieves	50	do
12 bread shovels	50	do
5,000 pounds pure dry white lead	10	per pound.. Philadelphia.
500 pounds white zinc, ground in oil	12	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 18	1855. June 30	Storer & Stephenson.....	35 pounds dry Cumberland black lead..... 2 pounds dry Prussian blue 5 pounds gum shellac..... 6 pounds pumice stone 50 pounds dry venetian red..... 32 gallons raw linseed oil 15 gallons copal varnish 4 gallons Japan varnish..... 5 gallons spirits of wine 431 pounds cotton twine 20,000 pounds cakum..... 20 yards fearnought..... 50 barrels pitch 30 barrels turpentine..... 10 barrels tar..... 10 barrels rosin..... 2,070 pounds tallow..... 39 pounds beeswax 78,850 pounds copper, different sizes 6 gross 4-inch iron screws, No. 24..... 6 gross 3-inch... do..... No. 20..... 6 gross 2½-inch... do..... No. 16..... 10 gross 2-inch... do..... Nos. 12 to 16..... 10 gross 1½-inch... do..... Nos. 12 to 14..... 15 gross 1½-inch... do..... Nos. 11 to 13 20 gross 1½-inch... do..... Nos. 10 to 13 20 gross 1-inch... do..... Nos. 9 to 12 10 gross ¾-inch... do..... Nos. 6 to 9 10 gross ¾-inch... do..... Nos. 5 to 7 6 gross ½-inch... do..... Nos. 4 to 6	\$0 10 per pound.. 1 00 do 60 do 10 do 10 do 1 00 per gallon. 3 00 do 3 00 do 2 00 do 24½ per pound. 6½ do 1 00 per yard. 2 50 per barrel. 4 00 do 5 00 do 2 00 do 11½ per pound. 40 do 31½ do 4 00 per gross. 2 00 do 2 00 do 1 00 do 1 00 do 50 do 50 do 40 do 30 do 20 do 20 do	Philadelphia.

6 gross $\frac{3}{4}$ -inch.....do.....Nos. 3 to 5	20	do
6 gross $\frac{3}{4}$ -inch brass screws No. 22.....	10 00	do
6 gross 3-inch .....do.....No. 20.....	8 00	do
6 gross $2\frac{1}{2}$ -inch .....do.....No. 16.....	5 00	do
10 gross 2-inch.....do.....Nos. 12 to 16	2 00	do
10 gross $1\frac{1}{2}$ -inch.. do.....Nos. 12 to 14	2 00	do
15 gross $1\frac{1}{2}$ -inch ..do.....Nos. 11 to 13	2 00	do
20 gross $1\frac{1}{2}$ -inch ..do.....Nos. 10 to 13	1 00	do
20 gross 1-inch .....do.....Nos. 9 to 12	1 00	do
10 gross $\frac{3}{4}$ -inch .....do.....Nos. 6 to 9	60	do
10 gross $\frac{3}{8}$ -inch .....do.....Nos. 5 to 7	60	do
6 gross $\frac{1}{2}$ -inch .....do.....Nos. 4 to 6	50	do
6 gross $\frac{3}{8}$ -inch .....do.....Nos. 2 to 5	50	do
50 pair heavy brass ship hinges, 4 by $3\frac{1}{2}$ inches, with brass pins, screws, and slip pins.....	1 00	per pair.
50 pair heavy brass ship hinges, 3 by $3\frac{1}{2}$ inches, with brass pins, screws, and slip pins.....	1 00	do
50 pair heavy brass ship hinges, 3-inch, with brass pins, screws and slip pins.....	50	do
50 pair heavy brass ship hinges, $2\frac{1}{2}$ -inch, with brass pins, screws, and slip pins.....	30	do
50 pair heavy brass ship hinges, 2-inch, with brass pins, screws, and slip pins.....	20	do
4 dozen brass table fastenings.....	1 00	per dozen.
36 pair heavy brass hinges for secretaries, &c.....	50	per pair.
60 pair brass springs.....	10	do
2 gross 2-inch mahogany knobs.....	2 00	per gross.
10 dozen $\frac{3}{4}$ -inch brass round-headed knobs.....	50	per dozen.
10 dozen 1-inch brass round-headed knobs.....	50	do
2 dozen brass flush hooks and eyes, assorted.....	3 00	do
2 gross brass pantry hooks.....	1 00	per gross.
50 heavy brass bulk-head bolts.....	1 00	each.
6 reams best sand paper.....	2 50	per ream.
50 pounds best glue.....	25	per pound.
24 dozen brass plate escutcheons, assorted.....	25	per dozen.
10 dozen brass thread escutcheons, assorted.....	10	do
15 water closets, with pipes and cocks complete, to order...	15 00	per piece.
6 dozen brass mortise-locks, wrought, brass case, 4 by $3\frac{1}{2}$, keys and minoral knobs, complete.....	12 00	per dozen.

2,000 pounds 12-penny	4½	do	
800 pounds 20-penny	5	do	
500 pounds 30-penny	5	do	
500 pounds milled lead, 5 pounds to the foot.....	8	do	
20,000 pounds best quality English or East India block tin...	31½	do	
2 boxes XX tin, 14 by 20 inches.....	20 00	per box.	
2 boxes X tin, 14 by 20 inches.....	20 00	do	
15,000 pounds zinc, in slabs, best quality.....	7½	per pound.	
200 pounds best quality sheet brass, assorted.....	49	do	
500 pounds best quality brass wire, assorted.....	40	do	
1,000 pounds pure white lead, dry.....	8	do	
1,500 pounds pure red lead, dry.....	8	do	
120 gallons pure linseed oil, raw.....	8)	per gallon.	
60 gallons pure spirits turpentine.....	60	do	
5 gallons best copal varnish.....	2 00	do	
2,500 pounds best quality oakum.....	6½	per pound.	
150 gallons best quality winter-strained sperm oil.....	1 50	per gallon.	
200 pounds best quality sperm candles.....	35	per pound.	
3,500 gallons raw linseed oil.....	95	per gallon..	Goasport.
600 gallons spirits turpentine.....	1 00	do	
5 gallons spirits wine.....	2 00	do	
8,000 pounds dry white lead.....	10	per pound.	
2,000 pounds dry red lead.....	11	do	
1,200 pounds yellow ochre, dry.....	5	do	
1,000 pounds dry red ochre.....	5	do	
8,000 pounds Spanish whiting.....	4	do	
300 pounds chrome green.....	50	do	
150 pounds Turkey umber.....	20	do	
1,000 pounds litharge.....	11	do	
2,200 pounds lampblack.....	10	do	
10 pounds Chinese vermilion.....	2 00	do	
150 pounds East India gum copal.....	1 00	do	
150 pounds South American copal.....	80	do	
200 pounds gum shellac.....	25	do	
150 pounds gum demarra.....	40	do	
500 pounds white zinc paint, ground in oil.....	14	do	
500 pounds white zinc paint, ground in spirits.....	15	do	
5 gallons zinc drier.....	3 00	per gallon.	
50 gallons Japan drier.....	2 00	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 18	1855. June 30	Storer & Stephenson.....	1,200 pounds rigging leather..... 1,200 pounds bellows leather..... 1,300 pounds pump leather, oak-tanned..... 40 pounds lacing leather..... 500 pounds hide leather..... 6 skins buff leather..... 2,600 gallons sperm oil..... 120 gallons fish oil..... 5,000 pounds sperm candles..... 25 gallons train oil..... 25 gallons sweet oil..... 600 pounds soap, extra brown..... 100 pounds castile soap..... 100 barrels pitch..... 200 barrels tar..... 24 barrels rosin..... 10 barrels oil of tar (300 gallons)..... 33 barrels turpentine..... 12 barrels coal tar..... 28,000 pounds sheet copper, 32-ounce..... 9,400 pounds brazier's copper, different sizes..... 29,000 pounds bolt copper, different sizes..... 5,000 pounds composition sheathing nails, 1½..... 5,600 pounds copper cut nails, different sizes..... 825 pounds copper boat nails, different sizes..... 48,500 pounds square iron, assorted..... 199,000 pounds round iron, assorted..... 73,500 pounds flat iron, assorted..... 6,500 pounds plate and boiler iron, assorted..... 2,000 pounds American sheet iron, assorted.....	\$0 35 per pound. 50 do 30 do 50 do 30 do 5 00 per skin. 1 50 per gallon. 60 do 37 per pound. 50 per gallon. 1 50 do 12 per pound. 20 do 3 00 per barrel. 4 00 do 2 00 do 50 per gallon. 5 00 per barrel. 5 00 do 31 per pound. 32 do 33 do 30 do 43 do 40 do 3½ do 3½ do 3½ do 6 do 5 do	Gosport.

250 pounds Russia iron, No. 18	20	do
250 pounds.....do.....No. 22	20	do
200 pounds.....do.....No. 24	25	do
10,000 pounds hoop iron, assorted.....	5	do
1,850 pounds cast steel, assorted	15	do
1,000 pounds German or blister steel, assorted.....	15	do
2 sheets of brass, No. 24, weighing 20 pounds	40	do
4.....do.....No. 22, weighing 48 pounds	40	do
4.....do.....No. 18, weighing 72 pounds	40	do
4.....do.....No. 16, weighing 96 pounds	40	do
2.....do.....No. 14, weighing 60 pounds	40	do
2.....do.....No. 12, weighing 100 pounds	40	do
2.....do.....No. 10, weighing 120 pounds	40	do
30 pounds brass wire, No. 1	40	do
30.....do.....No. 2	40	do
30.....do.....No. 4	40	do
30.....do.....No. 6	40	do
30.....do.....No. 8	40	do
20.....do.....No. 10	40	do
20.....do.....No. 12	40	do
30.....do.....No. 14	40	do
10.....do.....No. 16	40	do
10.....do.....No. 18	40	do
10.....do.....No. 20	40	do
10.....do.....No. 22	40	do
20 pounds copper wire, No. 15	40	do
20.....do.....No. 16	40	do
20.....do.....No. 17	40	do
20.....do.....No. 18	40	do
5 tons pig iron, Scotch gray.....	40	00 per ton.
2,500 pounds white lead in oil, 25 and 50 pound kegs.....	10	per pound .. Pensacola.
1,000 pounds red lead, dry	10	do
500 pounds chrome green, in oil	30	do
500 pounds zinc paint, dry	10	do
200 pounds lampblack	10	do
200 gallons spirits turpentine, in tin cans.....	80	per gallon.
500 gallons linseed oil, raw.....	90	do
15 gallons copal varnish	3	00 do
10 gallons Japan driers.....	2	00 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 18	1855. June 30	Storer & Stephenson	½ gallon demar varnish 2,000 pounds sperm candles..... 1,000 gallons sperm oil 500 sheets 22-ounce sheathing copper, weighing 3,190 lbs. 750 sheets 24-ounce..... do..... do 5,165 lbs. 1,000 sheets 26-ounce..... do..... do..... 7,560 lbs. 1,000 sheets 28-ounce..... do..... do..... 8,190 lbs. 5 sheets ⅞ ounce, 30 by 60, boiler copper, weighing 1,000 pounds 300 pounds ⅝ round copper..... 400 pounds 6-inch spikes, composition..... 600 pounds 7-inch..... do..... do..... 500 pounds 8-inch..... do..... do..... 1,500 pounds 1¼-inch sheathing nails, composition..... 25 sheets zinc, 625 pounds	\$4 00 per gallon. 40 per pound. 1 25 per gallon. 30 per pound. 30 do 30 do 30 do 34 do 35 do 30 do 30 do 30 do 30 do 10 do	Pensacola.
July 19	June 30	A. L. Avery	10 glass shades, for running lights for steamers, red..... 10 glass shades, for running lights for steamers, green 12 drum-heads, batter 12..... do..... snare..... 12 copper hand-pumps, jointed 50 pounds potash 300 pounds brown soap..... 50 gallons neatsfoot oil 10 gallons sweet oil 100 pounds India rubber packing, ¼-inch thick..... 25 pounds sheet brass, ¼-inch thick 25 pounds..... do..... ⅛-inch thick..... 6 brass bid cocks, ¾-inch thick..... 24 brass socket castors, 1¾-inch..... 5 papers 1¼-inch brads.....	5 00 per piece. 5 00 do 1 00 do 75 do 1 50 do 15 per pound. 7½ do 1 25 per gallon. 2 25 do 45 per pound. 45 do 45 do 1 50 each. 30 per piece. 20 per paper.	

			10 papers 1.....do	15 do	
			10 papers $\frac{3}{4}$.....do	15 do	
			5 papers $\frac{1}{2}$.....do	10 do	
			24 round bolts, on plates 4 and 8-inch long.....	25 per piece.	
			24 flat.....do.....do.....do.....	30 do	
			12 $\frac{1}{2}$ -inch ship augers, 48 eighths.....	14 per eighth.	
			12 $\frac{3}{8}$ -inch.....do.....108 eighths.....	14 do	
			6 $\frac{1}{4}$ -inch.....do.....66 eighths.....	14 do	
			6 $\frac{1}{8}$ -inch.....do.....84 eighths.....	14 do	
			12 lamp feeders.....	40 per piece.	
			6 large beam-scales, tin, and weights.....	3 00 per set.	
			6 butchers' steels.....	50 per piece.	
			10 pounds copper hose rivets and butts.....	75 per pound.	
			6 hanging lamps.....	6 50 per piece.	
			25 pounds quicksilver.....	1 45 per pound.	
			100 gallons sperm oil.....	1 94 per gallon ..	Memphis.
			500 barrels Wilmington tar.....	5 98 per barrel.	
July 19	June 30	C. P. Knapp.....	5 pounds black thread.....	1 50 per pound ..	Pensacola.
			5 pounds white thread.....	1 50 do	
			5 pounds blue thread.....	1 50 do	
			200 cords oak wood, none to be less than 4 inches in diameter	3 40 per cord.	
			100 bushels charcoal.....	20 per bushel.	
July 20	June 30	Howell & Morsell.....	30 barrels pitch, of the best quality.....	2 75 per barrel..	Washington.
			10 barrels tar, of the best quality.....	4 25 do	
			2 dozen best corn brooms.....	2 75 per dozen.	
			2 dozen best hickory brooms.....	2 50 do	
			100 pounds best Irish glue.....	18 per pound.	
			2 reams best assorted sand paper.....	2 25 per ream.	
			50 pounds best refined borax.....	35 per pound.	
			5 No. 45 American crucibles, best.....	2 25 each.	
July 20	June 30	Caleb Bonsal.....	50 tons No. 1 American gray pig-iron.....	38 40 per ton.	
			12,500 pounds cut-iron spikes and nails, assorted.....	5 per pound..	Gosport.
			3,000 pounds wrought-iron nails, assorted.....	6 do	
			700 pounds iron finishing nails, assorted.....	25 do	
			455 pounds iron wire, from No. 2 to No. 22, assorted and in equal proportions.....	5 do	
			500 clamp brushes.....	6 00 per dozen.	
			200 long-handled tar brushes.....	6 00 do	
			200 short-handled tar brushes.....	5 00 do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 20	1855. June 30	Caleb Bonsal	60 varnish brushes	\$12 00 per dozen..	Gosport.
			700 hand brushes	6 00 do	
			72 whitewash brushes	15 00 do	
			48 dusting brushes	6 00 do	
			400 paint brushes, 0000	9 00 do	
			100 sash tools, assorted	3 00 do	
			75 camel's hair brushes	1 00 do	
			84..... do..... pencils	1 00 do	
July 22	June 30	John H. Bowie	800 feet leather pump hose	65 per foot ...	Brooklyn.
July 22	June 30	McKim & Cutter	100 memorandum books, large	15 each	Charlestown.
			100..... do..... do..... small	15 do	
			20 blank books, 2 quires	50 do	
			20..... do..... 3 quires	75 do	
			10 order books, 4 quires	1 00 do	
			10 letter books, 4 quires	1 25 do	
			10 day books, 6 quires	2 00 do	
			10 requisition books, 4 quires	1 00 do	
			50 pieces India rubber	8 per piece.	
			120 half-pint bottles black ink	10 per bottle.	
			24..... do..... red ink	15 do	
			50 inkstands	15 each.	
			50 inkstandishes	1 25 do	
			24 penknives	75 do	
			10 reams log paper	7 00 per ream.	
			20 reams foolscap paper	4 00 do	
			20 reams letter paper	4 00 do	
			20 reams euvelope paper	3 25 do	
			10 reams blotting paper	50 do	
			500 large envelopes	30 per hundred.	
			500 small envelopes	20 do	

			60 sheets drawing paper.....	30	per sheet.	
			120 cards steel pens.....	20	per card.	
			10 parallel rules.....	2 00	each.	
			10 round rules.....	37	do	
			10 flat rules.....	30	do	
			10 rolling rules.....	20	do	
			50 dozen slate pencils.....	5	per dozen.	
			50 dozen lead pencils.....	40	do	
			10 dozen camel's hair pencils.....	6	do	
			5,000 quills.....	5 00	per M.	
			20 sand boxes.....	15	each.	
			50 pounds sand.....	5	per pound.	
			20 log slates.....	1 25	each.	
			20 single slates.....	25	do	
			5 boxes water colors.....	3 00	do	
			20 pounds wafers.....	50	per pound.	
			100 papers ink powders.....	5	per paper.	
			12 boxes and pounce.....	15	each.	
			12 Gunter's scales.....	50	do	
			12 wafer seals.....	20	do	
			10 dozen bolts red tape.....	30	per dozen.	
			2 dozen paper folders.....	2 50	do	
			5 boxes mathematical instruments.....	6 00	per box.	
			20 pounds sealing wax.....	60	per pound.	
July 25	June 30	C. S. Storms.....	5 dozen bolts taste.....	2 00	per dozen.	
			20 sides best white-oak tanned leather.....	5 70	per side.....	Brooklyn.
			6 sides oil-tanned leather.....	1 50	do	
			160 barrels pitch.....	2 70	per barrel.	
			20 barrels tar, superior, thin, in good barrels.....	4 00	do	
			6 barrels tar oil, 30 gallons to the barrel.....	9 00	do	
			60 barrels white turpentine.....	4 00	do	
			10 barrels rosin.....	1 50	do	
July 25	June 30	N. Lane & Co.....	12 letter books, cap size, faint-lined, half-bound, 3 quires.....	75	each.....	Brooklyn.
			48 blank books..... do..... do..... 2 quires.....	30	do	
			48..... do..... do..... do..... 1 quire.....	25	do	
			72 memorandum books, with hoops, faint-lined, 1 quire.....	15	do	
			72 memorandum books, leather-covered, faint-lined, 1 quire.....	20	do	
			24 ivory paper folders.....	30	do	
			12 dozen pint bottles black ink, Maynard & Noyes.....	1 50	per dozen.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 25	1855. June 30	N. Lane & Co.....	12 dozen half-pint bottles black ink, Maynard & Noyes..... 1 dozen half-pint bottles carmine ink..... 3 dozen 4-blade penknives, best quality..... 4 dozen desk knives, ivory handles..... 4 dozen erasure knives, ivory handles..... 6 cases drawing instruments..... 3 dozen papers ink powders..... 6 dozen metal inkstands..... 6 dozen pieces India rubber..... 25 reams foolscap paper, faint-lined..... 6 reams foolscap paper, faint-lined, regulation ruled..... 25 reams letter, faint-lined, ruled..... 8 reams buff envelope paper..... 3 reams thick blotting paper..... 5 reams log paper..... 24 sheets double elephant drawing paper, hot pressed..... 24 sheets elephant drawing paper, hot pressed..... 24 sheets double elephant best French tracing paper..... 2,000 slate pencils, white Rutland..... 6 gross Faber's best lead pencils, Nos. 2 and 3..... 4 boxes water-colors, complete..... 20 gross Gillott's eagle pens, in boxes of 12, and holders..... 2 gross steel pens, assorted..... 12 dozen pen-holders, assorted to suit pens..... 12 ivory pounce-boxes, with pounce..... 5,000 quills best quality, No. 80..... 24 wafer seals..... 6 dozen half-pint papers black sand..... 2 dozen hard wood sand-boxes..... 3 gross red tape.....	\$1 00 per dozen.. 1 50 do 9 00 do 3 00 do 3 00 do 4 00 per case. 50 per dozen. 5 00 do 12 do 2 00 per ream. 2 50 do 2 00 do 2 50 do 3 00 do 6 00 do 25 per sheet. 10 do 25 do 90 per M. 4 00 per gross. 5 00 per box. 1 50 per gross. 50 do 10 per dozen. 30 each. 3 00 per M. 10 each. 50 per dozen. 1 50 do 2 00 per gross.	Brooklyn.

July 25

June 30

E. Wheeler.....

1 dozen rolling rules.....	1 50	per dozen.
1 dozen ebony parallel rules, 24-inch.....	10 00	do
1 dozen Gunter's scales, best quality.....	3 50	do
3 dozen rolls silk taste, assorted colors.....	1 75	do
10 pounds best American scarlet wafers.....	30	per pound.
10 pounds best American sealing-wax.....	40	do
24 log slates, hard wood frames.....	75	each.
6 school slates and frames.....	10	do
3 dozen skeleton mortise locks, brass face, key-plates and bolts, with porcelain knobs.....	24 00	per dozen....
1 dozen 5-inch storeroom locks, brass bolts and keys, keys to differ.....	6 00	do
2 dozen 3 $\frac{3}{4}$ by 2 $\frac{1}{2}$ -inch brass cupboard locks, right and left, keys to differ.....	6 00	do
1 dozen 2 by 2 $\frac{1}{2}$ -inch brass cupboard locks, right and left, keys to differ.....	4 50	do
1 dozen 2 $\frac{3}{4}$ by 4-inch iron tumbler chest locks, keys to differ.....	4 00	do
2 dozen 2 $\frac{1}{2}$ by 3-inch iron tumbler drawer locks, keys to differ.....	3 00	do
2 dozen pair 2 by 2-inch cast brass hinges.....	1 50	do
1 dozen pair 2 $\frac{1}{2}$ by 2-inch cast brass hinges, all of the best quality.....	2 00	do
5 gross 3-inch No. 18 iron screws.....	1 92	per gross.
5 gross 2 $\frac{1}{2}$ -inch No. 17.....do.....	1 37	do
5 gross 2-inch No. 15.....do.....	97	do
5 gross 1 $\frac{1}{2}$ -inch No. 13.....do.....	61	do
5 gross 1 $\frac{1}{4}$ -inch No. 12.....do.....	50	do
5 gross 1-inch No. 11.....do.....	40	do
3 gross 3-inch iron screws, No. 7.....	28	do
3 gross 2-inch iron screws, No. 6.....	21	do
5 gross 2 $\frac{1}{2}$ -inch No. 17 brass screws.....	5 20	do
5 gross 2-inch No. 15.....do.....	3 55	do
5 gross 1 $\frac{1}{2}$ -inch No. 13.....do.....	2 15	do
5 gross 1-inch No. 12.....do.....	1 45	do
3 gross 1-inch No. 6.....do.....	68	do
1 dozen $\frac{1}{2}$ inch wide by 4 inches long brass flush bolts, best..	1 25	per dozen.
1 dozen $\frac{3}{8}$ inch wide by 5 inches long brass flush bolts, best..	1 50	do
2 dozen 1 $\frac{1}{2}$ -inch brass flush rings with plates, best.....	1 50	do
50 pounds each of Nos. 2, 3, 4, 5, iron wire, best quality....	7	per pound.

Washington.

July 29
July 18

June 30
Dec. 20

Oakman & Eldridge.....
J. Bigler.....

July 26 June 30

J. R. Anderson.....

16 bolts No. 10..... do.....	.....
20 bolts hammock stuff.....	.....
20 bolts No. 1 cotton canvas.....	.....
30 bolts No. 2..... do.....	.....
30 bolts No. 3..... do.....	.....
150 bolts No. 4..... do.....	.....
100 bolts No. 5..... do.....	.....
75 bolts No. 6..... do.....	.....
50 bolts No. 7..... do.....	.....
40 bolts No. 8..... do.....	.....
30 bolts No. 9..... do.....	.....
40 bolts No. 10..... do.....	.....
150 bolts hammack canvas.....	.....
75 bolts bag canvas.....	.....
60,000 pounds 4½ by ¾ inch flat iron, in lengths from 20 to 28 feet.....	.....
20,000 pounds square, flat, and round iron, different sizes.....	.....
1,500 pounds boiler iron, assorted.....	.....
19,300 pounds hoop iron, assorted.....	.....
35,000 pounds 4½ by ¾ inch flat iron, in lengths from 20 to 28 feet.....	.....
1,000 rivets, assorted sizes.....	.....
5,000 pounds flat iron, 4½ by 7/16 inch.....	.....
36,000 pounds flat iron, 4½ by ¾ inch.....	.....
58,500 pounds round iron, best quality, assorted sizes.....	.....
30,000 pounds flat iron, 4½ by ¾ inch, in lengths from 20 to 28 feet.....	.....
600 pounds best quality blister steel.....	.....
400 pounds best quality square cast steel.....	.....
398,700 pounds chain iron, assorted sizes.....	.....
3,000 pounds square and flat iron, assorted sizes.....	.....
75 cords oak wood, best quality.....	.....
58,000 feet prime white-pine, in 16 feet lengths, different sizes.....	.....
50,000 feet stage plank, 3 inches thick, 14 to 16 inches wide, 30 feet long.....	.....
1,000 cubic feet white-pine plank stocks, to average 40 feet in length.....	.....
4,000 feet white-pine plank, 4-inch.....	.....

4 94	do
19 00	do
8 55	do.....
7 98	do
7 80	do
7 92	do
6 84	do
6 46	do
6 08	do
5 70	do
5 32	do
4 94	do
19 00	do
14 25	do
4	per pound..
4	do.....
6	do
4½	do
4	do
5 00	per M.
4	per pound..
4	do
4	do.....
4	do
5½	do
15	do
4,100	do
5	do.....
9 00	per cord...
44 00	per M feet..
25 00	do
30	per cub. ft..
40 00	per M.

Gosport.
Gosport.
Kittery.
Charlestown.
Philadelphia.
Washington.
Pensacola.
Charlestown.
Washington.
Gosport.

July 22	Dec. 20	Johnson & Walton.....	48.....do.....14.....do.....	8 do	Washington.	
			60.....do.....13.....do.....	8 do		
			200 white-oak knees, net siding 9 inches.....	18 00 per knee...		
			120.....do.....do.....10 inches.....	20 00 do		
			100.....do.....do.....8½ inches.....	17 00 do		
			80,000 cubic feet white oak plank stocks, to average 43 feet long.....	50 per cub. ft..		Gosport.
			450,000 feet white-oak plank, various sizes.....	90 00 per M.		
			50 pieces of promiscuous white-oak stocks, measuring 2,250 cubic feet.....	45 per cub. ft.		60 00 per M.
			4,500 feet white-oak butt cuts, different dimensions.....	2 00 per piece.		
			20 white-oak butts, round, (with bark on,) 10 feet long, 8 inches in diameter at small end.....	18 00 per knee.		8 00 do
			500 white-oak knees, to side from 8 to 10 inches, not less than 4½ feet long.....	12½ per lin. ft.		
			100 white-oak boat knees, to side from 3 to 5 inches, arm 5 feet long.....	2 25 per piece.		45 per cub. ft..
12,550 lineal feet oar rafters, various dimensions.....	55 do	Washington.				
100 hickory capstan bars, 15 feet long.....	60 do.....		Kittery.			
15,000 cubic feet yellow-pine, to average 45 feet long.....	60 do					
9,400 cubic feet of beam pieces, different dimensions.....	56 do	56 do.....				
70,000 cubic feet white-oak plank stocks.....	50 do		Charlestown.			
50 pieces (900 cubic feet) best pasture white-oak, from 14 to 18 feet long.....	3 00 per knee.					
3,475 cubic feet yellow pine, for masts, various dimensions..	40 per cub. ft.	50 do				
50,000 cubic feet white oak plank stocks, to average 53 feet long.....	50 00 per M.					
2,000 cubic feet promiscuous white oak, 25 to 35 feet in length.....	50 per cub. ft..	50 do				
500 boat knees, white oak, to side 3 inches and upwards.....	80 00 per M.		Brooklyn.			
2,000 cubic feet white pine timber, 35 to 45 feet long.....	50 do					
500 cubic feet white ash butts, from 14 to 25 feet long.....	70 00 per M.	80 00 do				
5,000 superficial feet of white oak boat boards, 10 to 30 feet long.....	50 00 do					
3,000 cubic feet promiscuous white oak timber, 20 to 30 feet long.....	50 per cub. ft..	80 00 per M.				
50,000 cubic feet white oak plank stocks, to average 43 feet..	50 do					
70,000 feet 5-inch white oak plank.....	80 00 per M.	80 00 do				
20,000 feet 6-inch.....do.....	80 00 do					

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 24	1855. Dec. 20	S. G. Bogert.....	40,000 feet 6½-inch white oak plank 100,000 feet 7-inch..... do 160 cubic feet white oak timber, suitable for cat-heads..... 2,000 feet first quality 1½-inch white oak plank, to average 30 feet..... 2,000 feet first quality 1½-inch white oak plank, to average 30 feet..... 40,000 cubic feet southern yellow pine plank stocks, to ave- rage 43 feet long..... 105 beams, 9,400 cubic feet, various dimensions..... 119,½ cubic feet mahogany, different dimensions..... 200 feet 2-inch mahogany planks..... 300 feet 1-inch mahogany boards..... 200 feet ¾-inch..... do..... 1,000 feet 1-inch cherry boards..... 1,000 feet 3-inch black walnut planks..... 1,200 feet 1½-inch..... do..... 2,000 feet 1-inch black walnut boards..... 300 cubic feet Long Island locust, from 8 to 12 feet long.... 50 white ash oars, 17 feet long..... 50 white ash oars, 16..... do..... 50 white ash oars, 11..... do..... 50 white heart split hickory bars, 13 feet long..... 20 white heart split hickory bars, 11 feet long..... 3,000 white oak staves, 56 inches long..... 2,000 white oak staves, 44..... do..... 1,000 white oak staves, 34..... do..... 800 white oak headings, 32..... do..... 1,000 prime white ash barrel staves..... 3,650 cubic feet yellow pine spar timber, various dimensions.	\$80 00 per M. 80 00 do 2 00 per cub. ft. 50 00 per M. 50 00 do 41 per cub. ft. 65 do 6 00 do 25 per foot. 25 do 20 do 8 do 8 do 8 do 8 do 1 45 per cub. ft. 6 p. ft. in len'h. 6 do 6 do 2 00 per piece. 2 00 do 100 00 per M. 100 00 do 100 00 do 100 00 do 100 00 do 90 per cub. ft.	Brooklyn.

			1,918 cubic feet yellow pine mast timber..... do.....	91	do	
			172 inches white pine spar pieces..... do.....	2 00	per inch	
			211 cubic feet white pine square spar, 45 feet long, 26 by 26.	52	per cub. ft.	
			20 keel pieces, 48 feet long, 16 by 18 inches.....	100 00	per piece...	Philadelphia.
			20,000 cubic feet plank stocks.....	55	per cub. ft.	
			120,000 board feet 7-inch white oak plank.....	100 00	per M feet.	
			60,000 board feet 6½-inch..... do.....	100 00	do	
			35,000 board feet 6-inch..... do.....	100 00	do	
			30,000 board feet 5½-inch..... do.....	100 00	do	
			90,000 board feet 5-inch..... do.....	100 00	do	
			40,000 board feet 4½-inch..... do.....	100 00	do	
			25,000 cubic feet white oak plank stocks.....	40	per cub. ft..	Washington.
			270,000 feet white oak plank, different dimensions.....	80 00	per M feet.	
			60,000 cubic feet long leaf southern yellow pine plank stocks.	40	per cub. ft..	Gosport.
			2,000 cubic feet yellow pine beams, various dimensions.....	60	do	
			3,400..... do..... do.....	80	do	
			2,500..... do..... do.....	70	do	
			3,050..... do..... do.....	70	do	
			18,800..... do..... do.....	70	do	
July 25	Dec. 20	Marsh, Tunis & Co.....	500 cubic feet locust, not less than 10 feet long.....	2 00	do	
			6,000 feet black walnut, different sizes.....	75 00	per M.	
			3,000 feet 1-inch cherry plank.....	75 00	do	
			8,000 pounds lignum vitæ, assorted.....	3½	per pound.	
			400 cubic feet ash logs, 16 feet long.....	40	per cub. ft.	
			21,000 feet ash plank, various dimensions.....	40 00	per M.	
			25,100 feet cypress plank..... do.....	40 00	do	
July 25	Dec. 20	James Westcott.....	9,500 feet elm plank..... do.....	40 00	do	
			995 inches black spruce spars, different sizes.....	35	per inch.	
			28 spar pieces, different sizes.....	14 00	per piece.	
			150 spruce poles, from 16 to 20 feet long.....	35	per pole.	
			200 spruce poles, for shores, to average 9 inches diameter, 30 to 35 feet long.....	3 50	per piece.	
July 26	Dec. 20	E. H. Herbert.....	20,000 cubic feet plank stocks, to average 45 feet (yellow pine).....	45	per cub. ft..	Philadelphia.
			9,400 cubic feet yellow pine beams, various dimensions.....	60	do	
			1,255 cubic feet yellow pine mast timber, different dimensions.	1 00	do	
			924 cubic feet yellow pine mast timber, various dimensions..	1 00	do	
			1,215 cubic feet yellow pine timber for yards, &c., different sizes.....	1 00	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 26	1855. Dec. 20	E. H. Herbert.....	347 cubic feet for topmasts, different dimensions.....	\$1 00 per cub. ft..	Philadelphia.
			110 cubic feet yellow pine for top-gallantmasts, various sizes	1 00 do	
			232 cubic feet yellow pine timber for jib-boom, different sizes	1 00 do	
July 26	Dec. 20	Joseph P. Tatem.....	2,500 cubic feet yellow pine for mainmast, different sizes....	60 do.....	Gosport.
			2,050 cubic feet yellow pine for foremast, different dimensions	60 do	
			1,500 cubic feet yellow pine for mizzen-mast, different dimensions	60 do	
			1,512 cubic feet yellow pine for bowsprit, different dimensions	60 do	
			211 cubic feet yellow pine for main-topmast, different dimensions	60 do	
			182 cubic feet yellow pine for mainyards, different dimensions	60 do	
			256 cubic feet yellow pine for foreyards.....	do do	
			312 cubic feet yellow pine for main-topsail yards, different dimensions	60 do	
			280 cubic feet yellow pine for fore-topsail yards, different dimensions	60 do	
			715 cubic feet yellow pine for mainmast, different dimensions	60 do	
			1,050 cubic feet yellow pine for foremast, different dimensions	60 do	
			513 cubic feet yellow pine for mizzen-mast, different dimensions	60 do	
			520 cubic feet Susquehanna white pine	1 00 do	
			477 cubic feet Susquehanna white pine	1 00 do	
July 27	Dec. 20	F. A. Southmayd.....	400 or 3,400 inches white oak ship knees	1 40 per inch....	Brooklyn.

			200 cubic feet round ash timber, not less than 20 inches diameter	30	per cub. ft.	
			1,000 feet 3 $\frac{1}{4}$ -inch white ash plank	34 00	per M.	
			2,000 feet 2 $\frac{1}{4}$ -inch do	34 00	do	
			6,000 feet 2-inch do	34 00	do	
			4,000 feet 1 $\frac{1}{2}$ -inch do	34 00	do	
			5,000 feet 1 $\frac{1}{4}$ -inch do	34 00	do	
			3,000 feet 1-inch white ash boards	34 00	do	
			3,000 feet 1 $\frac{1}{2}$ inch cypress plank	33 00	do	
			3,000 feet 1-inch cypress boards	33 00	do	
			3,000 feet $\frac{3}{4}$ -inch do	33 00	do	
			2,000 feet $\frac{1}{2}$ -inch do	33 00	do	
July 29	Dec. 20	Nathaniel Dunn	1,000 C staves, length 66 inches, thickness 1 $\frac{1}{2}$ inch	300 00	do	Charlestown.
			1,000 E staves, length 45 inches, thickness 1 inch	100 00	do	
			4,000 pipe staves, 60 inches long, 1 $\frac{1}{2}$ inch thick	250 00	do	
			1,000 C headings, 36 inches long, 2 inches thick	250 00	do	
			1,000 E headings, 22 inches long, 1 $\frac{1}{2}$ inch thick	106 00	do	
			1,000 feet white oak plank, 2 $\frac{1}{2}$ -inch, for boats	60 00	do	Philadelphia.
			1,000 do 2-inch do	60 00	do	
			1,000 do 1 $\frac{3}{4}$ -inch do	60 00	do	
			1,000 do 1 $\frac{1}{2}$ -inch do	60 00	do	
			1,000 do 1 $\frac{1}{4}$ -inch do	60 00	do	
			1,000 feet white oak boards, 1-inch do	60 00	do	
			1,000 do $\frac{3}{4}$ -inch do	60 00	do	
			20 pieces red cedar, from 12 to 16 feet long	5 00	per piece.	
July 29	Dec. 20	G. A. Hammond	50,000 feet 3-inch white pine stage plank, from 25 to 40 feet long	29 00	per M.	Kittery.
July 31	Dec. 20	S. B. Grice	2,000 feet prime mahogany plank, 12 feet long, various dimensions	220 00	do	Washington.
			2,000 feet prime black walnut plank, in 12 feet lengths	90 00	do	
Aug. 3	Dec. 20	William Lang	4 tons, of 2,240 pounds, lignumvitæ, 3 to 6 inches in diameter	50 00	per ton	Brooklyn.
			6 tons, of 2,240 pounds, lignumvitæ, 6 to 12 inches in diameter	50 00	do	
Sept. 6	Dec. 20	James A. Bill	12,350 cubic feet yellow pine beams, various sizes	55	per cub. ft.	Kittery.
			40,000 cubic feet southern yellow pine plank stocks	40	do	
			2,850 cubic feet yellow pine beams, from 30 to 35 feet in length	57	do	Charlestown.
			9,400 cubic feet yellow pine beams, various sizes	57	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1854. July 24	1855. Dec. 21	Samuel P. Brown.....	1,000 inches black spruce spars..... 40 spars, from 50 to 65 feet in length..... 100 poles..... 30 pieces black spruce, in length from 45 to 50 feet..... 20 pieces black spruce, in length from 50 to 65 feet..... 1,000 inches spruce sticks, to average 7 inches in length.... 200 spruce sticks, from 30 to 40 feet long..... 200 spruce poles, 20 feet long.....	\$0 30 per inch.... 15 00 per piece. 40 do 10 00 do..... 18 00 do 28 per inch. 3 00 per piece. 25 do	Philadelphia. Brooklyn.

No. 5.

NAVY DEPARTMENT,

Bureau of Provisions and Clothing, November 3, 1854.

SIR: I have the honor to submit the enclosed estimates marked A, B, and C, for the objects pertaining to this bureau, for the fiscal year ending 30th June, 1856, together with abstracts and statements marked D to H, and K to O, inclusive, which have been made in accordance with your directions, dated 11th August, 1854.

The expenses of this bureau have not exceeded the estimates made the last year, and sufficient balances remain on hand under all heads of appropriation.

The power given to the department, by the joint resolution of 27th March, 1854, to reject the bids of persons not regular dealers in the articles bid for, and the option to reject, also, the proposals of former contractors who have failed to comply with their contracts, will aid much in preventing the practice, heretofore prevalent, of contracting for the supply of stores at prices for which it is almost impossible to furnish them.

Several contractors have failed to fulfil their contracts for the last year, and the bureau has been compelled to purchase in open market to supply the deficiencies. The necessary measures have been taken to recover the damages incurred.

A new system for the inspection of provisions, clothing, and small-stores was recently adopted by my predecessor, under your sanction, which, by introducing more strictness and uniformity into inspections, must materially aid in guarding the government against loss, and in securing supplies of the best quality for the use of the sailor.

The expenses of inspection and of preparing the coffee, pepper, and mustard, for the navy, have not hitherto been estimated for by this bureau; but now that the labor and expenses of inspection and of preparing the coffee, &c., are disconnected from the other expenditures of navy yards, and come directly under the supervision of the bureau, it is necessary to ask for an increase of \$9,000, under the head of "contingent," to cover these expenses.

The compensation of clerks in the pay department at the various navy yards is much less than that of other clerks at the same yards.

The first clerks of commandants and naval storekeepers, and the "clerks of the yard" at the four first-class yards, receive twelve hundred dollars (\$1,200) each, per annum. The second clerks of commandants at those yards receive \$960, and the second clerks of storekeepers at the same yards receive \$900 each, while the pursers' clerks, whose duties are as arduous and responsible as any of these, are allowed but \$750. From a full knowledge of the duties of, and the business capacity requisite in, the clerks and assistants to pursers at the various stations, I am of opinion that their present pay is disproportioned to the services performed, as well as to the rates of pay allowed to other clerks, and I respectfully urge the propriety of raising the same to one thousand dollars per annum.

The 8th section of the naval appropriation bill approved March 3d,

1845, enacts that "no more than one purser, doing duty at any navy yard, shall, at the same time, be entitled to the pay fixed by law for that service." The effect of this enactment is, to preclude from acting as inspectors of provisions, clothing, and small-stores the only class of officers who, from the nature of their official duties, must be presumed to be peculiarly qualified for this employment. I respectfully submit that, in my opinion, the interests of the government would be promoted by repealing the section above named.

For several successive years my predecessor has recommended the establishment of a bakery for the use of the navy, and I cannot too strongly second his judicious views upon the subject. The health of the crew and the efficiency of the ship depend in a great degree upon the bread put on board. It is the most essential part of the ration; yet, under the present system, it is the least to be relied on. In the event of a maritime war, it would be the policy of this government to keep its ships at sea as long as possible, since we have no colonial ports to resort to for supplies. The ability to prolong a cruise depends more upon the bread than upon any other article of provisions.

In time of peace our ships are not unfrequently delayed in foreign ports, by the necessity of waiting to have bread baked to supply the place of that which has been condemned.

The contracts for bread call for the best flour; yet it is certain that bread which is apparently sweet and of good quality, is often made from old and damaged flour by the aid of well known chemical processes. It is not only deleterious to health, but, in a short time, will become entirely worthless, thus causing great pecuniary loss to the government, and creating dissatisfaction among the crews of our public ships.

There is a striking difference between the bread baked for ships engaged in the whale fishery and that furnished for the navy. The first keeps perfectly well for three or four years, in all climates. It is generally made of flour purchased by the owners and manufactured under their own inspection, and it is thoroughly dried and carefully packed before leaving the bake-house. I have been informed by a gentleman of high respectability, who has been for twenty-five years very largely interested in the whale fishery, that he has known of only one instance in which the bread on board his ships has proved bad, and that was attributed to imperfect drying. Doubtless there is much allowance to be made for the better stowage and greater care in issuing, used on board whale-ships; but the superior quality of material and greater care in baking must account for the largest part of the difference mentioned.

In my opinion, it would greatly conduce to the interests of the government, if a public bakery for the navy were to be established at some suitable place. The estimated cost of a bakery upon the best plan, and adapted to the probable wants of the navy for many years to come, is twenty-five thousand dollars (\$25,000.) The aggregate value of bread condemned by survey within the last four years was fifty-four thousand six hundred and twenty-four dollars and thirty-two cents, (\$54,624 32.)

The value of shipments to foreign stations during the last fiscal year

will appear from the accompanying statement, marked E. Since the 30th June, 1854, there have been shipped to foreign stations provisions of the value of \$61,151 54; clothing, \$13,027 12; and small-stores, \$6,340 02; and the squadrons abroad are well supplied with the stores coming under the supervision of this bureau.

I respectfully submit that the number of pursers in the navy is entirely too small for the proper performance of the duties pertaining to the corps.

By the last Navy Register it appears that, on the 1st of January, 1854, there were thirteen officers of other classes doing the appropriate duty of pursers, viz:

The navy agents of Baltimore and Memphis—the first acting as purser of the receiving-ship and station, the other as purser of the navy yard.....	2
The commanding officers of the "John Hancock," "Vixen," "Water Witch," "Southampton," "Supply," and "Porpoise".....	6
One commander and four lieutenants, acting as inspectors of provisions and clothing.....	5
	<hr/>
	13
	<hr/> <hr/>

Had pursers been employed for these vessels and stations, there would have been but three of the whole number left unemployed, including the sick and infirm and those who were enjoying the short respite from active service which is accorded to all officers.

Considering these facts, and also that Congress at its last session authorized the construction of six additional steam-frigates and two sailing frigates, I am of opinion that an increase of the corps of pursers to the number of eighty is necessary to secure efficiency in this department, and at the same time to relieve officers of other classes from the performance of duties not legitimately theirs. With the proposed addition of sixteen to the present list, all the duties of pursers may be done by that corps; and there would then be only one-fourth of the whole number unemployed, even if no greater demand for officers should follow from the increasing number of vessels in the navy.

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

F. BRIDGE.

Hon. J. 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 3, 1854.

- 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 materials.
 K.—Abstract of proposals received for small-stores.
 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 year 1854.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year commencing July 1, 1855, and ending June 30, 1856.

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 acts of Congress of March 3, 1853, and 22d April, 1854	5,600 00
For salary of one messenger, per acts of Congress of August 31, 1842, and April 22, 1854	840 00
For salary of one laborer, per acts of Congress of April 22 and August 4, 1854	576 00
	8,816 00
	8,816 00

CONTINGENT.

For blank books, binding, stationery, and miscellaneous items	\$700 00
	700 00
Appropriated for the year ending June 30, 1855:	
For salaries of clerks, messenger, and laborer	\$8,816 00
Contingent.	770 00
	9,586 00
Asked to be appropriated for the year ending June 30, 1856:	
For salaries of clerks, messenger, and laborer	\$8,816 00
Contingent.	700 00
	9,516 00
	9,516 00

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

B.

Estimate from the Bureau of Provisions and Clothing for that portion of the naval service coming under its cognizance, for the fiscal year ending June 30, 1856.

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.....	<u>686,200 00</u>

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

C.

Estimate of the sum which will be required by the Bureau of Provisions and Clothing, under the head of contingent, for the fiscal year ending June 30, 1856.

Contingent.—To meet the demands upon the bureau for freight to foreign stations, transportation from station to station within the United States, cooerage, pay of assistants to inspectors, advertising for proposals, printing pursers' blanks, and stationery for cruising vessels.. \$49,000 00

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

RECAPITULATION.

Civil.

Salaries	\$8,816 00
Contingent.....	700 00

Navy.

Provisions	686,200 00
Contingent.....	49,000 00

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, July 1, 1854.

Stations.	Date.	Provisions.	Clothing.	Small-stores.
Portsmouth, N. H.....	July 1, 1854			
Boston, Mass.....	do.....	\$23,568 01	\$23,623 38	\$5,014 93
New York.....	do.....	41,020 97	31,195 43	7,309 76
Philadelphia.....	do.....	1,415 47	7,767 69	1,106 59
Washington.....	do.....	2 87	67 72	
Norfolk.....	do.....	7,865 14	21,055 62	6,675 29
Pensacola.....	do.....	12,718 96	31,817 71	4,794 99
Sancelito, Cal.....	do.....	3,169 73	27,241 33	4,791 95
Valparaiso.....	do.....	2,866 54	15,266 35	3,201 64
Rio de Janeiro.....	do.....	21,659 20	16,862 45	4,404 59
Spezzia.....	do.....	17,654 84	29,843 80	6,589 02
Porto Praya.....	do.....	15,743 87	10,752 68	2,573 46
Hong Kong.....	April 1, 1854	22,665 12	12,194 20	4,584 29
On board "John P. Kennedy".....	do.....	9,625 98	3,592 82	878 90
Total.....		179,976 70	231,281 18	51,925 41

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, 1854.

Stations.	Date.	Provisions.	Clothing.	Small-stores.
China squadron.....	Aug. 5, 1853	\$3,255 80		
China squadron.....	Jan. 5, 1854	44,713 04	\$25,730 28	\$7,695 41
Mediterranean squadron....	Aug. 23, 1853	11,613 76	4,474 12	1,445 81
Mediterranean squadron...	Mar. 1, 1854	6,288 62	2,922 63	660 61
African squadron.....	Oct. 6, 1853	17,547 06	7,212 52	2,686 33
African squadron.....	May 1, 1854	21,770 30	1,802 05	1,437 31
Brazil squadron.....	July 25, 1853	17,189 97	4,273 49	2,282 78
Brazil squadron.....	Mar. 21, 1854	18,310 92	7,888 59	1,110 30
Total.....		140,689 47	54,303 68	17,318 55

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

F.

Statement showing the cost of provisions, clothing, and small-stores condemned on board the national vessels and at the naval stores at home and abroad, or otherwise destroyed; loss by leakage, evaporation, or other casualties of the service. Also, the amount condemned and sold at auction, with the amount of the net proceeds of such sales, from July 1, 1853, to June 30, 1854, 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 25	\$28 11	.....	.....	.....	.....
Boston, Mass.	1,321 17	654 56	\$929 20	\$257 55	\$123 61	\$109 20
New York.	5,207 03	1,642 01	3,525 44	876 24	633 59	75 75
Philadelphia, Pa..	1,426 09	435 62	1,587 01	275 24	465 90	59 70
Baltimore, Md. ....	.....	.....	.....	.....	.....	.....
Washington, D. C.	16 56	.....	.....	.....	.....	.....
Norfolk, Va.	8,243 10	4,085 67	969 01	271 99	228 77	243 05
Pensacola, Fla.	1,321 71	191 03	314 27	68 67	173 02	14 69
Sancelito, Cal.	5,846 34	1,019 53	1,684 73	131 84	148 15	99 73
Rio de Janeiro.	236 16	128 83	.....	22 25	.....	.....
Macao.	3,602 63	518 61	3 92	91	.....	.....
Porto Praya.	1,884 95	.....	1,626 38	359 16	204 14	35 43
Spezzia.	1,314 53	104 25	.....	.....	.....	.....
Valparaiso.	17 97	.....	409 54	.....	59 50	33 88
The several national vessels.	8,275 36	241 63	4,170 43	117 56	263 56	15 95
Total.	38,802 85	9,049 85	15,219 93	2,381 41	2,300 24	687 38

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

G.

Abstract of proposals received for "navy supplies" for the fiscal year ending June 30, 1855, under the advertisement of the Bureau of Provisions and Clothing, dated April 13, 1854.

Names.	Residence.	Flour—per barrel.			Biscuit—per 100 pounds.					
		Boston.	New York.	Norfolk.	Boston.		New York.		Norfolk.	
					Tight casks.	Flour barrels.	Tight casks.	Flour barrels.	Tight casks.	Flour barrels.
Charles T. Goodwin.....	New York.....						\$6 50	\$5 75		
Lewis Timberlake.....	New York.....	\$8 30	\$8 00	\$8 10						
Mullett & Bradbury.....	Charlestown, Mass.....	8 98								
Wells & Provost.....	New York.....									
Storer & Stephenson.....	New York.....									
Wm. H. Beatty.....	Baltimore, Md.....								\$5 84	\$5 44
N. Hicks Graham.....	Philadelphia, Pa.....	12 25	12 75							
John A. Higgins.....	Norfolk, Va.....	11 23	10 70	10 73						
David Barnet & Co.....	Lambertville, N. J.....									
Thomas Brown.....	Georgetown, D. C.....	11 00	11 00	11 00	\$6 75	\$5 99	6 47	5 93	6 47	5 97
M. Bartlett.....	Boston, Mass.....	14 50	14 50		7 49	6 49	7 66	6 66	7 96	6 95

G—Continued.

Names.	Residence.	Whiskey—per gallon.			Coffee—per pound.	Sugar—per 100 pounds.		
		Boston.	New York.	Norfolk.	New York.	Boston.	New York.	Norfolk.
Charles T. Goodwin	New York.....							
Lewis Timberlake.....	New York.....	\$0 31	\$0 30	\$0 31	\$0 11½	\$7 50	\$7 00	\$7 25
Mullett & Bradbury.....	Charlestown, Mass.....	45				7 10		
*Wells & Provost.....	New York.....							
Storer & Stephenson.....	New York.....	29.74	37.48	39.74	11.48	6 95	6 48	6 95
Wm. H. Beatty.....	Baltimore, Md.....							
N. Hicks Graham.....	Philadelphia, Pa.....	35½	39½		15½	7 75	7 98	
John A. Higgins.....	Norfolk, Va.....	42	40	39	12		8 00	8 00
David Barnet & Co.....	Lambertville, N. Y.....	61½	60	61½				
Thomas Brown.....	Georgetown, D. C.....							
M. Bartlett.....	Boston, Mass.....							

Ex. Doc. 1

36

SECRETARY OF THE NAVY.

561

G—Continued.

Names.	Residence.	Tea—per pound.			Rice—per 100 pounds.			Molasses—per gallon.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
Charles T. Goodwin.....	New York.....									
Lewis Timberlake.....	New York.....	\$0 44	\$0 42	\$0 43						
Mullett & Bradbury.....	Charlestown, Mass.....	49.74			\$5 10			\$0 28.42		
Wells & Provost.....	New York.....									
Storer & Stephenson.....	New York.....	59	49	59	4 95	\$4 74	\$4 95	32	\$0 29	\$0 32
Wm. H. Beatty.....	Baltimore, Md.....									
N. Hicks Graham.....	Philadelphia, Pa.....	79	79		8 75	7 75		34	32	
John A. Higgins.....	Norfolk, Va.....		58	59	5 50	5 43	4 90	35	33	34
David Baruet & Co.....	Lambertville, N. Y.....									
Thomas Brown.....	Georgetown, D. C.....									
M. Bartlett.....	Boston, Mass.....									

G—Continued.

Names.	Residence.	Vinegar—per gallon.			Pickles—per pound.			Beans—per bushel.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
Charles T. Goodwin.....	New York.....									
Lewis Timberlake.....	New York.....									
Mullett & Bradbury.....	Charlestown, Mass ..	\$0 19.98						\$1 95		
Wells & Provost.....	New York.....				\$0 5½	\$0 5½	\$0 5½			
Storer & Stephenson.....	New York.....									
Wm. H. Beatty.....	Baltimore, Md.....									
N. Hicks Graham.....	Philadelphia, Pa.....	10.98	\$0 10½		5.40	5.40		1 94	\$2 75	
John A. Higgins.....	Norfolk, Va.....		22	\$0 25		9	8½	2 35	2 30	\$1 73
David Barnet & Co.....	Lambertville, N. Y.....									
Thomas Brown.....	Georgetown, D. C.....									
M. Bartlett.....	Boston, Mass.....									

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.
Charles T. Goodwin.....	New York.....							
Lewis Timberlake.....	New York.....							
Mullett & Bradbury.....	Charlestown, Mass.....	\$0 13			\$0 6. 82			\$0 07
Wells & Provost.....	New York.....							
Storer & Stephenson.....	New York.....	12. 48	\$0 11. 95	\$0 12. 48				
Wm. H. Beatty.....	Baltimore, Md.....							
N. Hicks Graham.....	Philadelphia, Pa.....	28	28					
John A. Higgins.....	Norfolk, Va.....	18	18	18	10	\$0 09	\$0 08	6. 73
David Barnet & Co.....	Lambertville, N. Y.....							
Thomas Brown.....	Georgetown, D. C.....							
M. Bartlett.....	Boston, Mass.....							

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

H.

Abstract of proposals received for clothing and clothing materials, under the advertisement of the Bureau of Provisions and Clothing dated April 23, 1854.

Names.	Residence.	Pea jackets.	Round jackets.	Trousers.	Overshirts.	Under-shirts.	Drawers.	Jumpers.	Blue flannel.	Barnsley sheeting frocks.	Canvass duck trousers.	Barnsley sheeting.
Henry Newton & Co.....	North Weymouth, Mass											
Swaffield & Grant.....	New York.....	\$10 50	\$6 97	\$3 84	\$1 56	\$1 16	\$1 14	\$1 36		\$1 40	\$1 54	
Bernheimer Brothers.....	New York.....	12 28	8 35	5 10	2 05	1 30	1 30	1 30		2 30	1 53	
Storer & Stephenson.....	New York.....	12 00	10 00	5 90	2 40	1 49	1 74	2 20	\$0 39	2 00	1 25	\$0 90
W. P. Crook.....	Philadelphia, Pa.....								31			
Wm. Mathews.....	New York.....				1 86	1 44	1 33	1 48	32.9			68.9
Martin A. Beals.....	Boston, Mass.....											
Matthew Grier.....	Philadelphia, Pa.....											
James Rockwell, agent.....	Utica, N. Y.....								33.3			
Lewis Timberlake.....	New York.....	11 50	7 00	4 10	1 70	1 15	1 15	1 45	37			70
Charles Backster.....	New York.....											
Drumgold & Prock.....	New York.....	10 80	7 75	5 00								
John Daily & Jno. W. Massie	Baltimore, Md.....	10 48	7 24	4 61								
Summer Flagg.....	Boston, Mass.....											
Oliver H. Perry, agent.....	Lawrence, Mass.....	9 50	7 75	4 03	1 46	97	96	1 24	35			

H—Continued.

Names.	Residence.	Canvas duck.	Caps.	Calfskin shoes.	Kipskin shoes.	Woolen stockings.	Woolen socks.	Mattresses.	Blankets.	Bl'k silk handkerchiefs.	Cotton and wool trousers.	Cotton and wool cloth.
Henry Newton & Co.....	North Weymouth, Mass..			\$1 50½	\$1 40½							
Swaffield & Grant.....	New York.....		\$0 75							\$1 20	\$2 33	
Bernheimer Brothers.....	New York.....										3 20	
Storer & Stephenson.....	New York.....	\$0 50	3 40	2 00	2 00	\$0 75	\$0 60	\$6 00	\$4 90	1 50		
W. P. Crook.....	Philadelphia, Pa.....								1 95			
Wm. Mathews.....	New York.....	39	61						1 98	91		
Martin A. Beals.....	Boston, Mass.....							4 72				
Matthew Grier.....	Philadelphia, Pa.....			1 55	1 45							
James Rockwell, agent.....	Utica, N. Y.....											\$0 72
Lewis Timberlake.....	New York.....	35				4 75	3 75		1 60	90	2 95	85
Charles Backster.....	New York.....		62½									
Drumgold & Prock.....	New York.....											
John Daily & Jno. W. Massie	Baltimore, Md.....											
Sumner Flagg.....	Boston, Mass.....							5 08				
Oliver H. Perry, agent.....	Lawrence, Mass.....										2 48	65

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

K.

Abstract of proposals received for small-stores, under the advertisement of the Bureau of Provisions and Clothing, dated April 2S, 1854.

Articles.	Storer & Stephen- son, New York.	William Mathews, New York.	William Lang, Bos- ton.	John A. Higgins, Norfolk.
Boxes, shaving..... each.....	\$0 10	\$0 05	\$0 10	\$0 06
Brushes, shaving..... do.....	10	5	12	4
Brushes, scrubbing..... do.....	30	20	25	18
Brushes, shoe..... do.....	25	20	25	15
Brushes, clothes..... do.....	20	18	30	5
Buttons, navy, vest..... per gross.....	3 00	1 90	2 25	1 50
Buttons, navy, medium..... do.....	5 00	3 00	4 00	3 00
Buttons, navy, coat..... do.....	6 00	4 00	6 50	3 50
Buttons, dead-eye..... do.....	30	16	20	20
Blacking, boxes of..... per dozen.....	75	50	50	40
Beeswax, in $\frac{1}{4}$ -pound cakes..... per pound.....	35	30	40	26
Combs, coarse..... per dozen.....	1 50	1 40	1 50	90
Combs, fine..... do.....	1 50	1 10	1 10	90
Cotton, spools of..... do.....	50	50	40	50
Grass, for hats..... per 100 hands..	2 50	2 25	3 00	2 00
Handkerchiefs, cotton..... each.....	29	8	6	6
Handkerchiefs, fancy silk..... do.....	1 00	54	65	55
Jack-knives..... do.....	50	27	35	19
Looking-glasses..... do.....	25	15	20	16
Needles, sewing..... per 1,000.....	1 00	85	1 10	1 00
Razors, in single cases..... each.....	25	25	30	20
Razor-strops..... do.....	25	20	50	20
Ribbon, hat..... per piece.....	1 00	62	75	75
Soap, shaving, cakes..... per dozen.....	25	15	36	10
Silk, sewing..... per pound.....	5 00	5 50	5 00	6 50
Scissors..... each.....	25	15	25	13
Spoons..... do.....	10	6	5	9
Thread, black and white..... per pound..	1 00	84	83	65
Tape, white..... per dozen.....	40	30	30	40
Tape, black..... each.....	20	20	35	25
Thimbles..... do.....	10	2	3	1
Mustard-seed..... per pound.....	25	15	14	25
Pepper, black..... do.....	25	15	12 $\frac{1}{2}$	20
Pepper, red..... do.....	15	10	16	15
Bottles..... per gross.....	3 50	2 50	5 00	3 25
Corks..... do.....	1 00	55	1 75	60

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, 1855, 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.
Edmund A. Dixon.....	Portsmouth, N. H.....	\$0 14	\$0 02
John H. Clapp.....	Charlestown, Mass.....	9 ⁸⁷ / ₁₀₀	1 ⁷³ / ₁₀₀
Nahum Chapin.....	do.....	8	1 ¹⁷ / ₁₀₀
George Haws.....	Brooklyn, N. Y.....	8 ⁷⁴ / ₁₀₀	2 ³⁰ / ₁₀₀
George H. Tilby.....	do.....	9 ⁷⁴ / ₁₀₀	2 ⁷⁰ / ₁₀₀
William F. Conly.....	Philadelphia, Pa.....	16 ¹ / ₂	7 ³ / ₄
David L. Shuster.....	do.....	14 ¹ / ₂	6 ³ / ₄
Daniel Hamm.....	do.....	14 ¹ / ₂	9 ¹ / ₄
David Woelpper.....	do.....	14 ¹ / ₂	6 ¹ / ₂
George W. Pappler.....	Baltimore, Md.....	10	4
Philip Otterback.....	Washington, D. C.....	14	6
William Ward.....	Gosport, Va.....	9 ¹ / ₂	3 ¹ / ₂
Robert Searls.....	do.....	10	4
William T. Bell.....	Warrington, Florida.....	6	3 ³ / ₄
Joseph Serva.....	do.....	6 ³ / ₄	3 ¹ / ₂
Henry A. Nunez.....	do.....	7	3 ¹ / ₄
Samuel B. Sherwood.....	San Francisco, Cal.....	17 ⁸⁴ / ₁₀₀	3 ¹ / ₂
T. B. Burnham.....	do.....	18 ³ / ₄	2 ¹ / ₂
S. T. Hildreth.....	do.....	18 ³ / ₄	8
John Wilson.....	do.....	20	6

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

M.

Abstract of proposals received for the supply of navy beef and navy pork for 1855, under the advertisement of the Bureau of Provisions and Clothing, dated August 24, 1854.

Name.	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>
E. A. & W. Winchester.....	Boston, Mass.....	\$18 97	\$18 97	\$18 97	\$16 97	\$16 97	\$16 97
Chambers McKibbin.....	Philadelphia, Pa.....				16 89	16 79	16 97
Charles H. Cadwell.....	New York.....	19 35	18 95	19 48	16 98	16 95	16 98
St. John O'Doris*.....	Philadelphia, Pa.....						
Benj. M. Wilson.....	New York.....		19 98			16 98	

* Not considered, he having failed to execute his contract in 1853.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

SECRETARY OF THE NAVY.

N.

Abstract of proposals received for the transportation of stores from the navy yard at Brooklyn, N. Y., to Hong Kong, China, under an advertisement of the navy agent (by direction of the Bureau of Provisions and Clothing) dated November 18, 1853.

Name.	Vessel.	Price per barrel.
James H. Elwell & Co	Brothers.....	\$2 90
Wm. H. Merrill.....	Warner	3 50

Abstract of proposals received for the transportation of stores from the navy yard at Charlestown, Mass., to Spezzia, in Sardinia, under an advertisement of the navy agent (by direction of the Bureau of Provisions and Clothing) dated February 7, 1854.

Name.	Vessel.	Price per barrel.
Edmund P. Cobb.....	\$1 90
V. Brown & Son.....	1 87½

Abstract of proposals received for the transportation of stores from the navy yard at Brooklyn, N. Y., to Valparaiso, Chili, under an advertisement of the navy agent (by direction of the Bureau of Provisions and Clothing) dated June 9, 1854.

Name.	Vessel.	Price per barrel.
James H. Elwell & Co.....	Terror	\$2 70
Hows & Co.....	Mary Gover.....	2 30
Wm. T. Schmidt & Co.....	Gem of the Sea.....	4 75
Wm. T. Schmidt & Co.....	Antelope.....	3 50

N—Continued.

Abstract of proposals received for the transportation of stores from the navy yard at Charlestown, Mass., to Spezzia, in Sardinia, under an advertisement of the navy agent (by direction of the Bureau of Provisions and Clothing) dated August 22, 1854.

Name.	Vessel.	Price per barrel.
Jasigi, Goddard & Co.....	.....	\$1 37½
A. L. Payson.....	.....	2 50
Vernon Brown & Son.....	An A No. 1 vessel.....	2 45
Silas A. Nash.....	.....	2 25
Alpheus Hardy & Co.....	Brig Ann Elizabeth.....	1 97

Abstract of proposals received for the transportation of stores from the navy yard at Charlestown, Mass., to Porto Praya, Cape de Verd, under an advertisement of the navy agent (by direction of the Bureau of Provisions and Clothing) dated September 16, 1854.

Name.	Vessel.	Price per barrel.
Vernon Brown & Son.....	.....	\$2 50
C. R. Green.....	Barque "Saone".....	2 10
G. W. Johnson.....	A first-class vessel.....	2 87½

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

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, 1855; prepared in obedience to the acts of Congress approved April 21, 1808, and March 3, 1809.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Thomas Brown	May 22, 1854	Biscuits, in tight casks	\$6 75 per 100 pounds.	Boston.
		Biscuit, in tight casks	6 47 do.....	New York.
		Biscuit, in flour barrels	5 99 do.....	Boston.
William H. Beatty	May 19, 1854	Biscuit, in tight casks	5 84 do.....	Norfolk.
		Biscuit, in flour barrels	5 44 do.....	Norfolk.
Charles T. Goodwin	May 22, 1854	Biscuit, in flour barrels	5 75 do.....	New York.
Nathan F. Rice	June 5, 1854	Biscuit, in flour barrels	5 40 do.....	Warrington, Florida.
Mullett & Bradbury	May 24, 1854	Molasses	28.42 per gallon..	Boston.
Mullett & Bradbury	May 24, 1854	Dried apples	6.82 per pound..	Boston.
Wells & Provost	May 18, 1854	Pickles	5½ do.....	Norfolk.
N. Hicks Graham	May 22, 1854	Pickles	5.40 do.....	Boston and New York.
N. Hicks Graham	May 22, 1854	Beans	1 94 per bushel..	Boston
N. Hicks Graham	May 22, 1854	Vinegar	10.98 per gallon..	Boston
			10¼ do.....	New York.
Lewis Timberlake	May 20, 1854	Tea	44 per pound..	Boston.
			42 do.....	New York.
			43 do.....	Norfolk.
Lewis Timberlake	May 20, 1854	Flour	8 30 per barrel..	Boston.
			8 00 do.....	New York.
			8 10 do.....	Norfolk.
Lewis Timberlake	May 20, 1854	Whiskey	31 per gallon..	Boston.
			30 do	New York.
			31 do	Norfolk.
John A. Higgins	May 24, 1854	Rice	4 90 per 100 pounds.	Norfolk.
John A. Higgins	May 24, 1854	Vinegar	25 per gallon..	Norfolk.
John A. Higgins	May 24, 1854	Salt-water soap	6.73 per pound..	Boston, New York, and Norfolk.

Juhn A. Higgins	May	24, 1854	Beans	2. 30	per bushel..	New York.
John A. Higgins	May	24, 1854	Dried apples	1. 73	do.....	Norfolk.
Storer & Stephenson.....	May	20, 1854	Raisins	9	per pound..	New York.
Storer & Stephenson.....	May	22, 1854	Coffee	8	do.....	Norfolk.
Storer & Stephenson.....	May	21, 1854	Sugar	12. 48	do.....	Boston.
Storer & Stephenson.....			Molasses	11. 95	do.....	New York.
Storer & Stephenson.....			Rice.....	12. 48	do.....	Norfolk.
Gilbert Davis, (for 3 years).....			Butter.....	11. 48	do.....	New York.
Gilbert Davis, (for 3 years).....	June	2, 1854	Cheese	6 95	per 100 pounds.	Boston.
Edmund A. Dixon.....	June	19, 1854	Fresh beef	6 48	do.....	New York.
Nahum Chapin.....	June	14, 1854	Vegetables	6 95	do.....	Norfolk.
George Haws.....	June	9, 1854	Fresh beef	29	per gallon..	New York.
David Woelpper	June	20, 1854	Vegetables	32	do.....	Norfolk.
Philip Otterback.....	June	30, 1854	Fresh beef	4 95	per 100 pounds.	Boston.
William Ward.....	June	15, 1854	Vegetables	4 74	do.....	New York.
William T. Bell.....	June	—, 1854	Fresh beef	28	per pound..	Boston, New York, and Norfolk.
George W. Pappler	June	23, 1854	Vegetables	19	do.....	Boston, New York, and Norfolk.
Samuel B. Sherwood.....	June	22, 1854	Fresh beef	14	do.....	Portsmouth, N. H.
Eli L. Corbin, (for 3 years)	June	10, 1854	Vegetables	2	do.....	Boston.
Horace Corbin, (for 3 years)	June	10, 1854	Fresh beef	8	do.....	Boston.
Oliver H. Perry, (agent).....	May	29, 1854	Vegetables	1. 17	do.....	New York.
			Fresh beef	8. 74	do.....	New York.
			Vegetables	2. 49	do.....	Philadelphia.
			Fresh beef	14½	do.....	Philadelphia.
			Vegetables	6½	do.....	Washington, D. C.
			Fresh beef	14	do.....	Washington, D. C.
			Vegetables	6	do.....	Norfolk.
			Fresh beef	9½	do.....	Norfolk.
			Vegetables	3½	do.....	Warrington, Florida.
			Fresh beef	6	do.....	Warrington, Florida.
			Vegetables	3½	do.....	Baltimore, Md.
			Fresh beef	10	do.....	Baltimore, Md.
			Vegetables	4	do.....	Baltimore, Md.
			Fresh beef	1794	do.....	San Francisco, Cal.
			Vegetables	3½	do.....	San Francisco, Cal.
			Butter.....	26	do.....	Boston, New York, and Norfolk.
			Butter.....	26	do.....	Boston, New York, and Norfolk.
			Pea-jackets.....	9 50	each.....	Boston, New York, and Norfolk.
			Overshirts	1 46	do.....	Boston, New York, and Norfolk.

O—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Oliver H. Perry, (agent)	May 29, 1854	Undershirts..... Drawers..... Jumpers..... Cotton and wool cloth.....	\$0 97 each..... 96 do 1 24 do 65 per yard.	Boston, New York, and Norfolk.
William T. Crook.....	May 31, 1854	Blue flannel.....	31 do.....	Boston, New York, and Norfolk.
Henry Newton & Co.....	May 29, 1854	Calfskin shoes..... Kipskin shoes.....	1 50½ per pair... 1 40½ do	Boston, New York, and Norfolk.
Bernheimer Brothers.....	May 27, 1854	Canvas duck trousers.....	1 53 do.....	Boston, New York, and Norfolk.
Swaffield & Grant.....	May 27, 1854	Round jackets..... Blue cloth trousers..... Barnsley sheeting frocks.....	6 97 each..... 3 84 per pair. 1 40 each.	Boston, New York, and Norfolk.
William Mathews.....	May 26, 1854	Cotton and wool cloth trousers..... Barnsley sheeting..... Canvas duck..... Blue cloth caps..... Blankets..... Black silk handkerchiefs.....	2 33 per pair. 68. 9 per yard... 39 do 61 each. 1 98 do 91 do	Boston, New York, and Norfolk.
Sumner Flagg.....	June 15, 1854	Mattresses and covers.....	5 08 do.....	Boston, New York, and Norfolk.
William Mathews.....	June 1, 1854	Small stores, viz :		Boston, New York, and Norfolk.
		Boxes, shaving.....	5 do.....	
		Brushes, shaving.....	5 do	
		Brushes, scrubbing.....	20 do	
		Brushes, shoe.....	20 do	
		Brushes, clothes.....	18 do	
		Buttons, navy, vest.....	1 90 per gross.	
		Buttons, navy, medium.....	3 00 do	
		Buttons, navy, coat.....	4 00 do	
		Buttons, dead-eye.....	16 do	
		Blacking, boxes of.....	50 per dozen.	
		Beeswax, in ¼ lb. cakes.....	30 per pound.	
		Combs, coarse.....	1 40 per dozen.	
		Combs, fine.....	1 10 do	

Cotton, spools of.....	50	do
Grass, for hats.....	25	per 100 hands.
Handkerchiefs, cotton.....	8	each.
Handkerchiefs, fancy silk.....	54	do
Jack-knives.....	27	do
Looking-glasses.....	15	do
Needles, sewing.....	85	per thousand.
Razors.....	25	each.
Razor-strops.....	20	do
Ribbon, hat.....	62	per piece.
Soap, shaving.....	15	per dozen.
Silk, sewing.....	5 50	per pound.
Scissors.....	15	each.
Spoons.....	6	do
Thread, black and white.....	84	per pound.
Tape, white, linen.....	30	per dozen.
Tape, black, cotton.....	20	each.
Thimbles.....	2	do
Mustard-seed.....	15	per pound.
Pepper, black.....	15	do
Pepper, red.....	10	do
Bottles, for mustard and pepper.....	2 50	per gross.
Corks.....	55	do

UNEXPIRED CONTRACT.

Robert A Mayo, (for 4 years)....	Feb. 26, 1853	Tobacco.....	19. 62	per pound.	Boston, New York, and Norfolk.
C. Berkley Johnson.....	Oct. 9, 1854	1, 400 barrels navy beef.....	18 97	per barrel.	Boston.
Charles H. Cadwell.....	Oct. 7, 1854	2, 600 barrels navy beef.....	18 95	do	New York,
Charles H. Cadwell.....	Oct. 7, 1854	1, 400 barrels navy beef.....	19 48	do	Norfolk.
Chambers McKibbin.....	Oct. 12, 1854	1, 200 barrels navy pork.....	16 89	do	Boston.
Chambers McKibbin.....	Oct. 12, 1854	2, 400 barrels navy pork.....	16 79	do	New York.
Chambers McKibbin.....	Oct. 12, 1854	1, 200 barrels navy pork.....	16 97	do	Norfolk.

O—Continued.
CHARTER PARTIES.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Barque "Brothers".....	Nov. 29, 1853	Freight of stores.....	\$2 90 per barrel.	To Hong Kong, China.
Barque "Adelia Rogers".....	Feb. 22, 1854	..... do	1 87½ do	To Spezzia, Sardinia.
Barque "Nevada".....	April 28, 1854	..... do	2 33½ do	To Porto Praya, Cape de Verd.
Ship "Mary Glover".....	June 24, 1854	..... do	2 30 do	To Valparaiso, Chili.
Barque "Stamboul".....	Aug. 29, 1854	..... do	1 37½ do	To Spezzia, Sardinia.
Barque "Bounding Billow".....	Sept. 29, 1854	..... do	1 75 do	To Porto Praya, Cape de Verd.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

No. 6.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, October 28, 1854.

SIR: In compliance with your instructions of August 11, 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) for the fiscal year terminating June 30, 1856.

The fiscal condition of this department is stated as follows:

Balance of appropriation for "surgeons' necessities and appliances" in treasury June 30, 1854.....	\$28,987 52
Amount of appropriation for "surgeons' necessities and appliances" by act of Congress of August 5, 1854....	35,575 00
Amount of "surgeons' necessities and appliances" in treasury October 1, 1854.....	63,266 94
Amount of hospital fund in treasury October 1, 1854..	114,123 85
Amount required for support of Bureau of Medicine and Surgery for the fiscal year terminating June 30, 1856..	9,466 00
Amount required for the support of the medical department of the navy, for the year terminating June 30, 1856.....	<u>34,325 00</u>

The estimates for the medical service, hospitals excluded, are smaller than those of the present year. The sums for the support of the bureau exceed those of the present year, in consequence of the acts of Congress of April 22 and August 4, 1854, increasing the compensation of the two clerks of the second class, authorized by act of Congress of the 3d March, 1853, from \$1,200 to \$1,400; and by act of Congress of August 4, 1854, fixing the salary of laborers in the different bureaus at \$480 per annum, with the addition of twenty per cent., per decision of the Treasury Department of August 22, 1854.

Estimates for the year ending June 30, 1856.....	\$9,466 00
Amount appropriated for support of bureau for the year ending June 30, 1855	<u>8,530 00</u>
Excess	<u>936 00</u>

Subjoined are tabular statements deduced from "reports of sick" from medical stations within the United States; and also from the various squadrons in commission—the former for the year ending September 30, 1854; the latter for the year ending March 31, 1854; as recent an exhibit as the remote and widely separated stations of vessels on service will enable me to present.

Home stations.	Remaining Sept. 30, 1853.	Admitted.	Died.	Total treated.	Remaining Sept. 30, 1854.	Per-centage.
Navy yards, receiving-ships, &c....	122	2,797	9	2,919	103	0.30
Hospitals	136	686	30	822	112	3.60
Total	258	3,483	39	3,741	215	1.42

Squadrons.	Remaining March 1, 1853.	Admitted.	Died.	Total treated.	Remaining March 31, 1854.	Per-centage.
East Indies.....	187	3,679	22	3,866	207	0.56
Home	24	1,050	3	1,074	45	0.27
Pacific	34	912	9	946	27	0.95
Mediterranean.....	76	1,103	6	1,179	54	0.50
Brazil.....	23	1,134	3	1,157	42	0.35
African.....	70	1,617	1	1,687	88	0.06
Total	414	9,495	44	9,909	813	0.44

There are five hospitals belonging to the naval service, situated respectively at Chelsea, near Boston, (finished only in part,) Brooklyn, New York, Philadelphia, Portsmouth, Va., and Pensacola. They differ in size and capacity, but will accommodate from fifty to five hundred patients. They are supported exclusively from the "hospital fund;" the ration of each patient from the navy is credited to the "hospital fund" at the "cost only thereof," agreeably to an act of Congress of March 3, 1851.

The "cost" of the daily naval ration during the year has not exceeded sixteen cents, and falls considerably below the actual daily expense of the sick, in consequence of the great increase in price of all the necessaries of life.

The cost of the sick per week in the different naval hospitals has averaged about \$3 16 per man. This covers every item of expense under the heads of provisions, medicines, instruments, hospital stores, fuel, lights, stationery, renovation, and wear and tear of bedding and furniture, and subsistence of attendants; but not their wages, as they are not paid from the fund devoted to the support of hospitals.

The sites of these hospitals were also purchased out of the "hospital fund," though the buildings have been erected by special appropriations by Congress, and are kept in repair by annual appropriations from the same source. In their general order and administration they will bear a favorable comparison with any institutions of a similar

character in our country, though deficient in the modern appliances for warming, cooking, &c., which render them disproportionately expensive in these respects.

In our hospitals are sixteen patients afflicted with various forms of insanity, some of whom have been retained for years subsequent to the expiration of their enlistment, either because there have been none to reclaim them, or because it has been impossible to ascertain the whereabouts of their friends or family.

Unprovided as our hospitals are with the peculiar means adopted with so much success, of late years, for the management of this unfortunate class, and in view of the chronic character of a majority, if not all, of the cases, there is but little prospect of a restoration to usefulness or reason in any instance.

The "Asylum for the insane of the District of Columbia, and of the army and navy of the United States," authorized to be erected by Congress in the vicinity of this city, is so far advanced as to justify the belief that it may be in readiness for occupancy in January next. Embracing, as it does, all the most modern arrangements for the treatment of the unfortunate class to which it is specially devoted, and under the charge of a gentleman (Doctor Nichols) eminently qualified in this particular department of the profession, it will relieve the naval hospitals of those now so inadequately accommodated, and greatly increase whatever chance there may be of ultimate recovery.

NAVAL LABORATORY.

This establishment, connected with the naval hospital at New York, under the extended organization authorized by the department in November last, has verified every reasonable anticipation of its utility, and will, no doubt, with enlarged experience, satisfactorily fulfil all its purposes.

The prominent design of furnishing the navy with medicines of a pure and reliable quality, will certainly be attained; and there cannot be much doubt that the issuing prices will be lower than have been paid heretofore for articles of less certain character. Medical supplies for home stations, and the outfit of vessels, have been almost entirely derived from the laboratory since January last. It is intended to furnish the navy, at home and abroad, altogether from this source.

This plan presents the advantage of uniform quality and uniform prices throughout the service, while it greatly reduces the system of accounts. Settlements are made quarterly, for all issues, by transfers of money from the appropriation for "surgeons' necessaries and appliances" to the "hospital fund," from which all materials for the laboratory are purchased under authority of the Navy Department.

The laboratory is also the depot of surgical instruments and returned stores, where those in proper condition are reserved for use, and such as require repairs or remanufacture are prepared to meet new demands. Vaccine matter, obtained from trustworthy sources, is also issued to the service.

The advantage of having the disposable property of the medical department collected at one central and accessible point, instead of being

distributed about the different naval stations, is sufficiently obvious in an economic point of view, for, by knowing exactly what we have in store, all superfluous or unnecessary purchase is prevented.

The laboratory is under the direction of medical officers of the navy, with the aid of such assistance as emergencies may require. The number has not exceeded two men and two boys—a force sufficiently limited, when the extent and variety of occupation are considered. Their wages, regulated according to circumstances, are paid out of the “hospital fund.”

Experiments are now in progress to enable us to determine upon the issuing prices of our products; for to the cost of the crude drug or material is to be added a per-centage to cover all the incidental expense of manufacture. It will require some time to ascertain, with anything like accuracy, what this per-centage shall be. In the meanwhile, our prices are generally lower than we have paid to dealers under the former system.

Amount of purchases for the laboratory during the year ending September 30, 1854.....	\$9,602 41
Amount of issues for same period.....	7,265 36
Amount of stock on hand, including machinery and appliances of all kinds.....	17,589 42

It may be questioned whether the act of Congress framed to prevent the “importation of adulterated and spurious drugs and medicines,” has accomplished the humane purposes which suggested it; for while it has doubtless prevented the introduction of either inefficient or hurtful articles, it can have no influence over the manufacture and sale of adulterated medicines in our own country. The preparation of our own medical supplies will certainly inspire more confidence in their quality, as the direction of the work is intrusted to those who can have no other than a proper interest in the results.

I beg leave to refer to the remarks in my last report concerning the necessity of some augmentation of the medical corps. The present number is not considered more than adequate to the current demands of the navy, if all were able to share the duty; but when it is remembered that perhaps twelve of the sixty-nine surgeons are incapable of active service, by reason of age or infirmity, and that three of the seventy-nine assistant surgeons are permanently disabled by disease, the propriety of meeting this deficiency in the active list will, it is hoped, be acknowledged.

Number of surgeons required for service afloat and on shore.....	56
Number disabled or unfit for service	12
Number of assistant surgeons.....	79
Required for service, afloat and on shore	75
Number disabled, or unfit for service.....	3

Very respectfully, your obedient servant,

W. WHELAN.

Hon. JAS. 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, 1856, under acts of Congress approved March 3, 1853, and the 22d April and 4th August, 1854.

Salary of chief of bureau.....	\$3,000 00	
Salary of one clerk, 4th class.....	1,800 00	
Salary of two clerks, 2d class, at \$1,400 each, per acts of April 22 and August 4, 1854.....	2,800 00	
Salary of messenger, per acts of April 22 and August 4, 1854.....	840 00	
Salary of laborer, per act of August 4, 1854, \$480; and 20 per cent. additional, per decision of the Secretary of the Treasury of August 22, 1854.....	576 00	
		\$9,016 00
CONTINGENT EXPENSES.		
Blank books and stationery.....	350 00	
Miscellaneous items.....	100 00	
		450 00
Total required.....		9,466 00

W. WHELAN,
Chief of Bureau of Medicine and Surgery.

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, 1856.

<i>Frigates—6.</i>		
Six at \$1,200 each		\$7,200 00
<i>Sloops—16.</i>		
Seven of 1st class, at \$800 each	\$5,600 00	
Six of 2d class, at \$700 each.....	4,200 00	
Three of 3d class, at \$600 each.....	1,800 00	
		11,600 00

REPORT OF THE
ESTIMATE—Continued.

<i>Steam-frigates—5.</i>		
Five of 1st class, at \$700 each.....		\$3,500 00
<i>Steamers—7.</i>		
Four of 1st class, at \$400 each.....	\$1,600 00	
Three of 2d class, at \$300 each.....	900 00	
		2,500 00
<i>Brigs—4.</i>		
Four at \$400 each.....		1,600 00
<i>Store-ships—7.</i>		
Seven at \$200 each.....		1,400 00
<i>Receiving-ships—4.</i>		
Three at \$700 each.....	2,100 00	
One at \$200.....	200 00	
		2,300 00
<i>Navy yards—7.</i>		
Portsmouth, N. H.....	100 00	
Boston.....	200 00	
New York.....	300 00	
Philadelphia and receiving-ship "Union"....	300 00	
Washington.....	200 00	
Norfolk.....	300 00	
Pensacola.....	300 00	
		1,700 00
<i>Naval stations—3.</i>		
Marine barracks, Washington.....	1,000 00	
Naval School, Annapolis.....	400 00	
Observatory, and general relief of officers....	300 00	
		1,700 00

ESTIMATE—Continued.

<i>Coast Survey.</i>		
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	
		\$825 00
Total required.....		34,325 00
Required last year.....		35,575 00

W. WHELAN,
Chief of Bureau of Medicine and Surgery.

No. 7.

HEADQUARTERS OF THE MARINE CORPS,
Washington, November 10, 1854.

SIR: The posts of the marine corps at Portsmouth, N. H., Boston, New York, Philadelphia, and Norfolk, remain in the same condition that they were when I made my last report to the department; while the force at Pensacola, so distinct from all other stations, and consequently so self-dependent for its own security, does not amount to twelve effective men. The barracks at all these stations, excepting those at Portsmouth, N. H., are so much decayed and so small as to render the erection of new ones necessary for the present comfort of the troops without any reference to their increase. The miserable house now occupied as barracks at New York was years ago abandoned as unfit for paupers, and is so decayed as to render its occupation by the troops unsafe for health. It is of wood, and the ground on which it is built is low and damp. It costs the United States \$2,000 a year, exclusive of repairs, which, from the condition of the building, must be heavy. Barracks could be built for \$30,000 or \$40,000. The barracks at Boston, Philadelphia, and Norfolk, now occupy ground required by the navy for its own purposes. They are small, inconvenient, and in a state of decay.

Paper No. 1, accompanying this, is a general return of the corps, which is now nearly full in its legal strength. It exhibits that the detachments of marines at the different barracks are so much reduced as to render it impossible to furnish the sentinels required; and constant applications are made by the commandants of the yards and the com-

manding marine officers for additions to their commands. These cannot be furnished while more than three-fourths of the corps are at sea, leaving on shore so small a number, and these either recruits or men having but a short time to serve.

The next paper (No. 2) shows what part of the corps is employed in ships-of-war now in commission. The guards in some of them are incomplete, even by the present table. These guards are too small for the duty to which they are subjected, scarcely one of them large enough to afford one relief to the daily guard that has preceded it on duty; while the guard so relieved, instead of resting and preparing its arms and accoutrements for future service, is put to other duty from necessity. It is not so in the English navy, where the guards are nearly three times as large as ours are. This great inequality is now respectfully placed before the department, and its mere presentation would seem to be amply sufficient to show its impolicy and injustice. This evil cannot, however, be remedied, except by an enlargement of the corps; and to this increase I would now ask your earnest attention.

When the present commandant entered the marine corps in 1806, it consisted of 48 sergeants, 48 corporals, 50 drummers and fifers, and 895 privates. In 1809, there were added to it 175 corporals and 594 privates. From this it will be seen that it was in 1806 nearly as large as it now is, and in 1809 considerably larger. The war with Tripoli was the probable cause of the addition to its first strength, but the close of that war did not bring any reduction. The hazard of war with England, and the embargo, together with the building of so many gun-boats, produced the large addition in 1809. This addition remained undiminished, and, in the early part of 1814, a further large addition was made to the corps.

At the close of the war with England, leaving the country in a most exhausted condition, all the arms of the service were necessarily greatly reduced, and in 1817 the marine corps was brought down to the peace establishment. By the act of the 30th June, 1834, it was remodelled, and slightly enlarged, and it has remained since under the provisions of that act. During the war with Mexico, an addition of officers and men was made; the act creating it providing that they should be disbanded at its close.

Such is a condensed account of the mutations in the marine corps from 1806 to this time. In 1817 it shared the fortune of the navy and the army, and its numbers were reduced, at least, in as great a proportion as either of those arms. The navy, however, was more fortunate than its co-arms, and, though extensively reduced in its sailors and other portions of its crews, provision was made for its future enlargement by appropriations for the purchase and collection of timber, &c.; it has since been greatly increased both in ships-of-war and in crews, while little or no addition has been made to the marine corps.

As it is now universally acknowledged that the marine corps is indispensable to the efficiency of the navy—and as it has, during a period of fifty years, without a single exception, been conspicuous for bravery and good conduct wherever employed, either with the navy or the army—it is certainly entitled to the fostering care of the department and the government.

It would add greatly to the efficiency of the corps if Congress would authorize a retired list. Some of the officers, from age, physical or other inability, are unfit to perform sea and other duty; the consequence is, it falls heavily on those who are efficient, and there are not a sufficient number to meet the details of the service.

The marines in all services are liable to be ordered on duty on land, where a knowledge of engineer and artillery duty is indispensable, both in science and in practice. Within the last few months, both in the Baltic and Black seas, large corps of marines have been landed from the allied fleets to co-operate with the land forces in important siege operations. In our service the officers of the marine corps are simply instructed in infantry tactics, and it is but seldom that they can be properly instructed in it; as, by reason of the small size of the corps, and the great demands upon it, it is impossible to keep even a company of men at headquarters for that purpose.

To render the marine corps as efficient as it might be, and to place its officers on an equal footing with those of our army and navy, and with those of the marine corps of other nations, it is indispensable that they should be thoroughly instructed in the service of light and heavy artillery, and in the construction of field-works and of permanent fortifications. Officers so instructed can be obtained by making its appointments from the graduates of the Military Academy at West Point, and solely in this way.

There are at present about fifty brevet second lieutenants attached to the army, and the academy yearly graduates more than are required for its use. Many of these would be willing to enter the marine corps. The vacancies in the marine corps might be thus filled up; or four additional cadets might be appointed to the academy especially for the marine corps. Either way is practicable. The first would simply require an order from the President to carry it into effect; the other, the action of Congress.

As I consider that the appointment of educated officers to the corps would do more to elevate its standing, and to make it useful to the country, than any other measure, I have to ask for this portion of my report the particular attention of the department.

At no period for thirty years has there existed such forcible reasons for a large increase of the marine corps as at the present time. I cannot, therefore, recommend a smaller addition than I have heretofore done—that is, double its present strength in rank and file.

I have, therefore, suggested the propriety of restoring to the corps the four captains, four 1st and four 2d lieutenants, dropped at the close of the Mexican war. I now renew this recommendation. With the limited number we now have, it is impossible to furnish officers to all the vessels-of-war which require them, or officers of the day at all the shore stations.

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

ARCH. HENDERSON,
Brevet Brigadier General Commandant.

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

No. 1.—General return of the officers, non-commissioned officers, musicians, and privates, of the United States Marine Corps, on the 6th day of November, 1854.

586

Stations, &c.	Bt. brig. gen. command't.	Commissioned staff.	Lieutenant colonel.	Majors.	Captains.	First lieutenants.	Second lieutenants.	Non-commissioned staff.	First sergeants.	Sergeants.	Corporals.	Musicians.	Drummers.	Fifers.	Privates.	Aggregate.	Remarks.
Headquarters.....	1	3					1									5	Washington city marine barracks: Brigadier General Henderson, the adjutant and inspector, quartermaster, paymaster, and aid-de-camp to the brigadier general commandant.
Marine barracks, Washington..					2	1	2	4	1	5	3	27	4	1	63	113	Eighteen privates returned here are boys learning music.
Guard at the navy yard, D. C....					1	1			1	1	3		1	1	20	29	Lieutenant Cash, sick in quarters.
Brooklyn, N. Y.....				1		3	1		1	6	4		1	1	35	53	
Charlestown, Mass.....				1	1				1	2	4		1	1	47	58	
Gosport, Va.....				1	1				1	5	2				31	41	
Philadelphia, Pa.....				1		2			1	4	5		2	1	40	56	
Portsmouth, N. H.....					1	1			1	1	3				22	29	First Lieutenant and Brevet Captain Young, absent with leave, sick.
Warrington, Fla.....					1	1			1	1	2				14	20	September 30, 1854.
Assistant quartermaster's office, N. Y.		1														1	
Receiving-ship Pennsylvania...						1			1	1	2			1	21	27	
Receiving-ship Ohio.....						1			1	1	2				21	26	
Receiving-ship North Carolina..					1				1	1	2		1	1	34	41	
Receiving-ship Union.....									1		2				15	18	

REPORT OF THE

Steamer Mississippi.....					1			1	2	4		1	1	38	48	February 28, 1854.
Steamer Susquehanna.....								1	2	3		1	1	29	37	February 28, 1854; since which Captain and Brevet Major Zeilin joined at Gosport, Virginia.
Steamer Powhatan.....					1			1	2	3		1	1	37	46	March 31, 1854.
Steamer San Jacinto.....						1		1	1	3		1	1	28	36	September 30, 1854.
Steamer Saranac.....						1		1	1	3		1	1	26	34	July 31, 1854.
Steamer Princeton.....						1		1		2		1	1	17	23	September 30, 1854, when this guard was 1 second lieutenant, 1 sergeant, 1 corporal, 2 musicians, 11 privates; since which 1 sergeant, 2 corporals, 10 privates, joined, and 1 sergeant, 1 corporal, 4 privates, transferred.
Steamer Fulton.....								1		2				5	8	October 31, 1854.
Steamer Michigan.....					1			1		1				7	10	do.
Steamer Massachusetts.....								1		2				10	13	June 30, 1854
Frigate Independence.....					1	1		1	2	4		1	1	40	51	September 30, 1854; Captain A. Garland, returned here, is under orders to join this ship.
Frigate Constitution.....					1			1	2	3		1	1	41	50	June 30, 1854.
Frigate Columbia.....					1	1		1	2	4		1	1	40	51	September 30, 1854.
Frigate Cumberland.....					1	1		1	2	4		1	1	39	50	July 31, 1854.
Frigate Savannah.....					1	1		1	2	4		1	1	38	49	August 31, 1854.
Frigate St. Lawrence.....					1			1	2	4		1	1	30	40	do.
Sloop Macedonian.....					1			1	1	2		1	1	21	28	February 28, 1854, when this guard was 1 first lieutenant, 2 sergeants, 2 corporals, 2 musicians, 22 privates; since which 1 private joined sloop Saratoga.
Sloop Portsmouth.....						1		1		2		1	1	14	20	July 31, 1854.
Sloop Plymouth.....								1	1	2		1	1	18	24	September 30, 1853.
Sloop St. Mary's.....						1		1		2		1	1	19	25	August 31, 1854.
Sloop Albany.....								1		2				19	22	July 31, 1854.
Sloop Germantown.....						1		1		2		1	1	20	26	June 30, 1854.
Sloop John Adams.....						1		1		2		1	1	20	26	This guard joined from Charlestown, Massachusetts, 20th instant.
Sloop Vincennes.....								1	1	2		1	1	21	27	September 30, 1853.

General return of officers, non-commissioned officers, &c.—Continued.

Stations, &c.	Bt. brig. gen. command't.	Commissioned staff.	Lieutenant colonel.	Majors.	Captains.	First lieutenants.	Second lieutenants.	Non-commissioned staff.	First sergeants.	Sergeants.	Corporals.	Musicians.	Drummers.	Fifers.	Privates.	Aggregate.	Remarks.
Sloop Vandalia						1			1		2		1		19	24	February 26, 1854, when this guard was 1 second lieutenant, 2 sergeants, 2 corporals, 1 drummer, 18 privates; since which 1 sergeant transferred and 1 private joined.
Sloop St. Louis						1			1	1	2		1	1	18	25	January 31, 1854.
Sloop Levant									1	1	2		1		19	24	March 31, 1854.
Sloop Decatur									1		2		1	1	20	25	August 31, 1854.
Sloop Marion									1		2		1	1	18	23	June 30, 1854.
Sloop Dale									1		2		1	1	13	18	September 30, 1854.
Sloop Preble									1		2				5	8	October 31, 1854.
Brig Bainbridge											1				5	6	April 30, 1854.
Superintending recruiting service.			1													1	Lieutenant Colonel Samuel Miller, at Philadelphia, Pennsylvania.
Waiting orders.....					1											1	Captain and Brevet Major Marston, at Boston, Massachusetts.
Under orders						1										1	First Lieutenant and Brevet Captain Henry B. Watson, to proceed to Philadelphia and report for duty.
On special service.....													1	1		2	At the Naval School at Annapolis, Maryland.
Norfolk, Va., clothing store.....						1										1	First Lieutenant McNeill joined October 21, 1854.
On leave of absence.....							1									1	Lieutenant Butterfield, sick—to report monthly his condition to the department.

Recruiting rendezvous, N. Y.....	.....	.....	.....	.....	1	.....	.....	.....	1	1	.....	.....	.....	.....	1	4	October 31, 1854.
Appointed in the corps.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	Alexander J. Dallas, appointed a second lieutenant October 31, 1854.
Sloop Falmouth.....	.....	.....	.....	.....	.....	1	.....	1	.....	2	.....	1	1	.....	20	26	Preparing for sea at Norfolk, Virginia; the guard to join by November 10, 1854.
Total.....	1	4	1	4	13	20	20	4	44	54	113	27	37	32	1,078	1,452	

Captain and Brevet Major Archibald H. Gillespie, resigned; resignation accepted October 14, 1854.

CHARLES A. HENDERSON, *Brevet First Lieutenant*,
For PARKE G. HOWLE, *Adjutant and Inspector*.

HEADQUARTERS OF THE MARINE CORPS,
Adjutant and Inspector's Office, Washington, November 6, 1854.

No. 2.—Table showing the number of commissioned and non-commissioned officers, musicians, and privates of the United States marine corps, on sea duty and under orders for sea duty, on the 6th of November, 1854.

Vessels.	Captains.	First lieutenants.	Second lieutenants.	First sergeants.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
Receiving-ship Pennsylvania...		1		1	1	2		1	21	27
Receiving-ship Ohio.....		1		1	1	2			21	26
Receiving-ship North Carolina.	1			1	1	2	1	1	34	41
Receiving-ship Union.....				1		2			15	18
Steamer Mississippi.....		1		1	2	4	1	1	38	48
Steamer Susquehanna.....				1	2	3	1	1	29	37
Steamer Powhatan.....		1		1	2	3	1	1	37	46
Steamer San Jacinto.....			1	1	1	3	1	1	28	36
Steamer Saranac.....			1	1	1	3	1	1	26	34
Steamer Princeton.....			1	1		2	1	1	17	23
Steamer Fulton.....				1		2			5	8
Steamer Michigan.....		1		1		1			7	10
Steamer Massachusetts.....				1		2			10	13
Frigate Independence.....	1		1	1	2	4	1	1	40	51
Frigate Constitution.....	1			1	2	3	1	1	41	50
Frigate Columbia.....	1		1	1	2	4	1	1	40	51
Frigate Cumberland.....		1	1	1	2	4	1	1	39	50
Frigate Savannah.....		1	1	1	2	4	1	1	38	49
Frigate St. Lawrence.....		1		1	2	4	1	1	30	40
Sloop Macedonian.....		1		1	1	2	1	1	21	28
Sloop Portsmouth.....			1	1		2	1	1	14	20
Sloop Plymouth.....				1	1	2	1	1	18	24
Sloop St. Mary's.....			1	1		2	1	1	19	25
Sloop Albany.....				1		2			19	22
Sloop Germantown.....			1	1		2	1	1	20	26
Sloop John Adams.....			1	1		2	1	1	20	26
Sloop Falmouth.....			1	1		2	1	1	20	26
Sloop Vincennes.....				1	1	2	1	1	21	27
Sloop Vandalia.....			1	1		2	1		19	24
Sloop St. Louis.....			1	1	1	2	1	1	18	25
Sloop Levant.....				1	1	2	1		19	24
Sloop Decatur.....				1		2	1	1	20	25
Sloop Marion.....				1		2	1	1	18	23
Sloop Dale.....				1		2	1	1	13	18
Sloop Preble.....				1		2			5	8
Brig Bainbridge.....						1			5	6
Total.....	4	9	14	35	28	87	27	26	805	1,035

CHARLES A. HENDERSON,

Brevet First Lieutenant,

For PARKE G. HOWLE,

Adjutant and Inspector.

HEADQUARTERS OF THE MARINE CORPS,

Adjutant and Inspector's Office, Washington, November 6, 1854.

HEADQUARTERS OF THE MARINE CORPS,
Washington, October 2, 1854.

SIR: I enclose to the department estimates from the quartermaster's office of the marine corps, for the year ending June 30, 1856.

I remain, most respectfully, yours,
ARCH. HENDERSON,
Brevet Brigadier General, Commandant.

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

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, October 2, 1854.

SIR: I have the honor to transmit herewith triplicate estimates of the expenses of the quartermaster's department marine corps for one year, commencing July 1, 1855, and ending June 30, 1856.

These estimates vary from those of the preceding year in nearly all the heads of appropriations; caused by estimating for two hundred men ordered to be enlisted by the President, and who have never before been estimated for, as will more fully appear from the explanation accompanying the estimates.

I am, sir, very respectfully, your obedient servant,
AUG. A. NICHOLSON,
Quartermaster Marine Corps.

Gen. ARCH'D HENDERSON,
Commandant U. S. Marine Corps, Headquarters.

Estimate of the expenses of the quartermaster's department United States marine corps for one year, from July 1, 1855, to June 30, 1856.

There will be required for the quartermaster's department of the marine corps for one year, commencing on the 1st of July, 1855, in addition to the balance then remaining on hand, the sum of one hundred and seventy-six thousand eight hundred and seventy-nine dollars and thirty-seven cents, as follows, viz:

1. For provisions.....	\$40,934 75
2. For clothing.....	55,264 00
3. For fuel.....	20,180 62
4. For military stores, viz: pay of armorers, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments..	9,000 00
5. For transportation of officers and troops, and expenses of recruiting.....	12,000 00
6. Repair of barracks, and rent of temporary barracks and offices where there are no public buildings for that purpose.....	8,000 00
7. 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, washerwomen, and porter at hospital at headquarters, for the introduction of gas into the quarters of the commandant, officers' quarters, and hospital at headquarters, and for lighting.....	31,500 00
Amount required.....	176,879 37

Respectfully submitted:
AUG. A. NICHOLSON, Quartermaster Marine Corps.

REPORT OF THE
PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations at fifteen cents per day.	Rations at twenty cents per day.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen.....	712	33	.....	745	1	.....	\$40,788 75
Matron and washerwomen.....	.....	1	1	2	.....	1	146 00
Amount required.....	.....	.....	.....	.....	.....	.....	40,934 75

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$36 per annum.....	1,424	\$51,264 00
500 water-coats, at \$8 each.....	.....	4,000 00
Amount required.....	.....	55,264 00

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
Brevet brigadier general commandant.....	1	36	4	36	4
Lieutenant-colonel.....	1	26	.....	26	.....
Majors.....	4	26	.....	104	.....
Staff majors.....	3	26	.....	78	.....
Staff captains.....	1	21	2	21	2
Aid-de-camp.....	1	16	4	16	4
Captains.....	12	21	2	255	.....
Lieutenants, 1st and 2d.....	23	16	4	379	4
Non-commissioned officers, musicians, privates, washerwomen, and servants.....	746	1	4	1,119	.....
Matron to hospital, headquarters.....	1	1	4	1	4
Hospital at headquarters.....	1	33	.....	33	.....
Hospitals at other posts.....	5	16	4	82	4
Armory at headquarters.....	1	30	.....	30	.....
Mess-rooms for officers.....	7	3	4	24	4
Offices of commandant and staff, and commanding officers of posts.....	15	7	.....	105	.....
Officers-of-day's rooms.....	7	3	4	24	4
Guard-rooms at barracks and navy yards.....	9	21	.....	189	.....
Stores for clothing and other supplies.....	3	5	.....	15	.....
One-fourth additional on 600 cords, the quantity supposed to be required for stations, during four winter months, north of latitude 39 degrees.....	.....	.....	.....	150	.....
Amount required.....	.....	.....	.....	2,690	6
Which, at \$7 50 per cord, is.....	.....	.....	.....	.....	\$20,180 62

Explanation of the estimates for the quartermaster's department of the marine corps, for the fiscal year ending June 30, 1856.

The estimates differ from those of the preceding year in provisions, clothing, fuel, military stores, and contingencies, consequent on the increase of 200 men, enlisted by direction of the President of the United States, according to first section of an act making appropriations for the naval service of the United States, approved 3d of March, 1849, as follows, viz:

In provisions.....	\$10,950 00
In clothing.....	3,200 00
In fuel.....	5,986 12
In military stores.....	1,000 00
In contingencies.....	6,500 00

\$1,500 of this increase in contingencies is for the purpose of introducing gas into the quarters and hospital at headquarters, and for lighting the same.

In repair of barracks.....	2,000 00
----------------------------	----------

This increase is necessary, in consequence of the increased necessary repairs required to make the quarters occupied by the troops at the several stations comfortable.

Fuel having advanced in price at all the stations, it is estimated at \$7 50 per cord instead of \$6, as heretofore.

HEADQUARTERS U. S. MARINE CORPS,
Washington, October 3, 1854.

SIR: I enclose estimates from the office of the paymaster of the corps, for the year ending June 30, 1856.

I remain, most respectfully, your obedient servant,

ARCH. HENDERSON,

Brevet Brigadier General, Commandant.

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

HEADQUARTERS MARINE CORPS,
Paymaster's Office, October 3, 1854.

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, 1856.

The estimate for the pay of commissioned officers is increased three thousand four hundred and fifty-six dollars, being an increase in the pay of servants, under the act approved August 4, 1854, increasing the pay of the rank and file of the army.

The estimates for the pay of non-commissioned officers, musicians, and privates, and bounty for re-enlistment, are increased eighty-four thousand five hundred and eighty-seven dollars, under the first section of the act approved August 5, 1854, making appropriations for the naval service for the year ending June 30, 1855.

The estimate for the pay of clerks to the brigadier general commandant, adjutant and inspector, paymaster and quartermaster, is in-

creased one thousand two hundred and ninety-six dollars, being twenty per cent. addition to their former pay, authorized by the act approved April 22, 1854.

The estimates for two months' pay, two months' rations, and two months' clothing for unexpired time, are stricken out, these allowances being superseded by the act of August 5, 1854.

Increase pay of officers' servants.....	\$3,456
Increase pay of clerks.....	1,296
Increase pay of non-commissioned officers, musicians, and privates.....	84,587
	<hr/>
	89,339
Decrease two months' unexpired time, pay, rations and clothing	3,800
	<hr/>
Actual increase.....	<u>85,539</u>

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

WM. W. RUSSELL,

Paymaster United States Marine Corps.

Brig. Gen. A. HENDERSON,

Commandant U. S. Marine Corps, Headquarters.

Detail estimate of pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates of the United States marine corps, and pay for undrawn clothing, from July 1, 1855, to June 30, 1856.

Rank and grade.	Number.	PAY.			SUBSISTENCE.			Aggregate.	
		Pay per month.	Number of servants at eleven dollars per month.	Number of servants at twelve dollars per month.	Total.	Number of rations 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	.....	\$1,164 00	6	6	\$876 00	\$2,040 00
Lieutenant colonel.....	1	60 00	2	.....	984 00	5	5	730 00	1,714 00
Majors	4	50 00	2	.....	3,456 00	4	4	2,336 00	5,792 00
Adjutant and inspector, paymaster and quartermaster.....	3	60 00	.....	2	3,024 00	4	.....	876 00	3,900 00
Assistant quartermaster	1	50 00	.....	1	744 00	4	.....	292 00	1,036 00
Captains commanding posts and at sea	8	50 00	1	.....	5,856 00	4	4	4,672 00	10,528 00
Captains.....	5	40 00	1	.....	3,060 00	4	.....	1,460 00	4,520 00
First lieutenants commanding guards at sea.....	7	40 00	1	.....	4,284 00	4	4	4,088 00	8,372 00
First lieutenants.....	13	30 00	1	.....	6,396 00	4	.....	3,796 00	10,192 00
Second lieutenants.....	20	25 00	1	.....	8,640 00	4	.....	5,840 00	14,480 00
Sergeant major and quartermaster sergeant, second enlistment	2	23 00	.....	.....	552 00	.....	.....	.....	552 00
Drum and fife majors, second enlistment.....	2	22 00	.....	.....	528 00	.....	.....	.....	528 00
Orderly sergeants and first sergeants of guards at sea, second enlistment	40	22 00	.....	.....	10,560 00	.....	.....	.....	10,560 00
Sergeants, first enlistment	20	17 00	.....	.....	4,080 00	.....	.....	.....	4,080 00
Sergeants, second enlistment.....	36	19 00	.....	.....	8,208 00	.....	.....	.....	8,208 00
Corporals, first enlistment	51	13 00	.....	.....	7,956 00	.....	.....	.....	7,956 00
Corporals, second enlistment.....	45	15 00	.....	.....	8,100 00	.....	.....	.....	8,100 00
Drummers and fifers, first enlistment.....	20	12 00	.....	.....	2,880 00	.....	.....	.....	2,880 00
Drummers and fifers, second enlistment	40	14 00	.....	.....	6,720 00	.....	.....	.....	6,720 00
Privates, first enlistment.....	768	11 00	.....	.....	101,376 00	.....	.....	.....	101,376 00
Privates, second enlistment	400	13 00	.....	.....	62,400 00	.....	.....	.....	62,400 00

Detail estimate of pay and subsistence of officers, pay of non-commissioned officers, &c.—Continued.

Rank and grade.	Number.	PAY:			SUBSISTENCE.		Aggregate.	
		Pay per month.	Number of servants at eleven dollars per month.	Number of servants at twelve dollars per month.	Total.	Number of rations per day, at twenty cents per ration.		Number of extra or double rations per day, at twenty cents per ration.	Total.
Clerks to brigadier general commandant, adjutant and inspector, paymaster, quartermaster, and assistant quartermaster.	9				\$3,312 16			\$8,312 16
Hospital steward, nurse at hospital, and messenger at headquarters	3	\$1 50 per day.			1,642 50			1,642 50
Messenger to assistant quartermaster	1	1 00 per day.			365 00			365 00
Clerk in the marine clothing store, Norfolk	1	23 44			281 28			281 28
Additional rations to officers for five years' service						207	\$15,111 00	15,111 00
Bounty for re-enlistment (non commissioned officers)	25				1,119 00			1,119 00
Bounty for re-enlistment (musicians and privates)	125				4,125 00			4,125 00
Officers' servants, at \$3 50 per month for rations and clothing.	72						7,344 00	7,344 00
Undrawn clothing							9,000 00	9,000 00
					266,812 94		56,421 00	323,233 94

Respectfully submitted:

HEADQUARTERS OF THE MARINE CORPS, Paymaster's Office, October 3, 1854.

WM. W. RUSSELL,
Paymaster United States Marine Corps.

RECAPITULATION, MARINE CORPS.

For pay	\$323,233 94
For provisions	40,934 75
For clothing	55,264 00
For fuel	20,180 62
For military stores	9,000 00
For transportation	12,000 00
For repairs of barracks, &c.	8,000 00
For contingent	31,500 00
	500,113 31

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, 1856.

Office, or bureau.	Salaries.	Contingent.
Office of the Secretary of the Navy.....	\$29,296 00	\$2,840 00
Bureau of Ordnance and Hydrography.....	12,316 00	750 00
Bureau of Yards and Docks	17,092 00	800 00
Bureau of Construction, Equipment, and Repair.....	20,792 00	800 00
Bureau of Provisions and Clothing.....	8,816 00	700 00
Bureau of Medicine and Surgery.....	9,016 00	450 00
	97,328 00	6,340 00

RECAPITULATION.

Salaries	\$97,328 00
Contingent.....	6,340 00

Appropriated for 1854-'55.

Salaries	\$95,752 00
Contingent.....	7,150 00

No. 9.

General estimate of the sums required for the expenses of the Southwest Executive Building, for the fiscal year ending June 30, 1856.

CIVIL.

For salaries	\$2,650 00
For contingent.....	3,865 00

Appropriated for 1854-'55.

Salaries	\$2,400 00
Contingent.....	3,865 00

SPECIAL OBJECTS.

Navy-yards.

At Portsmouth, New Hampshire.....			\$89,258 00			
At Boston.....			226,900 00			
At New York.....			381,000 00			
At Philadelphia.....			66,700 00			
At Washington.....			198,586 00			
At Norfolk.....			243,158 00			
At Pensacola.....			267,470 00			
At San Francisco.....			285,000 00			
At Sackett's Harbor.....			2,000 00			
						\$1,760,072 00

Hospitals.

At Boston.....			6,000 00			
At New York.....			19,270 00			
At Philadelphia.....			7,100 00			
At Norfolk.....			1,200 00			
At Pensacola.....			19,828 00			
						53,398 00

Magazines.

At Portsmouth, New Hampshire.....			500 00			
At Boston.....			22,000 00			
At New York.....			110,000 00			
At Philadelphia.....			20,000 00			
At Washington.....			9,500 00			
At Norfolk.....			10,000 00			
At Pensacola.....			8,000 00			
						180,000 00

Miscellaneous.

Pay of superintendents.....			124,480 00			124,480 00
Nautical books, hydrographical office, &c.....		69,910 00				69,910 00
Naval Academy.....		57,044 22				57,044 22
Transportation of the mail.....	1,408,850 00					1,408,850 00

No. 10.—Summary statement of the estimates for the navy for the fiscal year 1855-'56—Continued.

HEADS.	Office of the Secretary of the Navy.	Bureau of Ordnance and Hydrography.	Bureau of Yards and Docks.	Bureau of Construction, Equipment, and Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregates.
Nautical Almanac.....	\$20,880 00						\$20,880 00
Six steam-frigates.....				\$3,000,000 00			3,000,000 00
Stevens's war steamer.....				250,000 00			250,000 00
Continuation of basin and railway at navy-yard, San Francisco.....			\$400,000 00				400,000 00
	1,429,730 00	126,954 22	2,517,950 00	3,250,000 00			7,324,634 22

AGGREGATES—NAVY,

Navy proper.....	\$3,417,184 00
Marine corps.....	500,413 31
Special objects—	
Navy-yards.....	\$1,760,072 00
Hospitals.....	53,398 00
Magazines.....	180,000 00
Miscellaneous.....	5,331,164 22
	<u>7,324,634 23</u>
	<u><u>16,241,931 53</u></u>

No. 11.

General estimate of the sums required for the support of the navy for the fiscal year commencing on the 1st day of July, 1855, and ending on the 30th day of June, 1856.

Heads of appropriation.	Estimated for 1855-'56.	Estimated for 1854-'55.	Appropriated for 1854-'55.
For pay of commission, warrant, and petty officers, and seamen, including the engineer corps.....	\$3,515 111 00	*\$2,992,648 00	\$3,367,648 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...	34,325 00	35,575 00	35,575 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.....	2,799,500 00	3,294,950 00	2,534,950 00
For ordnance and ordnance stores, including incidental expenses.....	540,000 00	250,000 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 store-keepers; flags, awnings, and packing-boxes; premiums and other expenses of recruiting; apprehending deserters; per diem pay to persons attending courts-martial and courts of inquiry; and other services authorized by law; pay to judges advocate; pilotage and towage of vessels, and assistance to vessels in distress; for bills of health, and quarantine expenses of vessels of the United States navy in foreign ports	842,043 00	706,860 00	706,860 00
	8,417,184 00	7,966,233 00	7,531,233 00

* In addition to this sum, the department subsequently, in a letter addressed to the chairman of the Committee of Ways and Means, dated July 13, 1854, asked for \$375,000, in order to increase the wages of seamen in the navy; which having been allowed, explains the apparent excess of the sum appropriated for 1854-'55 over that estimated for.

General estimate of the sums required for the support of the marine corps for the fiscal year commencing on the 1st day of July, 1855, and ending on the 30th day of June, 1856.

Heads of appropriation.	Estimated for 1855-'56.	Estimated for 1854-'55.	Appropriated for 1854-'55.
For 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.....	\$323,233 94	\$237,694 94	\$237,116 44
For provisions for marines serving on shore.....	40,934 75	29,984 75	29,984 75
For clothing.....	55,264 00	52,064 00	52,064 00
For fuel.....	20,180 62	14,194 59	14,194 50
For military stores, repairs of arms, pay of armorer; for accoutrements, ordnance stores, flags, drums, fifes, and musical instruments.....	9,000 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.....	8,000 00	6,000 00	6,000 00
For contingent expenses, viz: freight, ferrriage, 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.....	31,500 00	25,000 00	25,000 00
	500,113 31	384,938 19	384,359 69

No. 13.

General estimate of the sums required for special objects under the Navy Department for the fiscal year commencing on the 1st day of July, 1855, and ending on the 30th day of June, 1856.

Heads of appropriation.	Estimated for 1855-'56.	Estimated for 1854-'55.	Appropriated for 1854-'55.
For improvements and repairs at navy yards and stations.	\$1,760,072 00	\$1,425,261 00	\$1,173,539 00
For repairs of hospital buildings and their dependencies.....	53,398 00	40,051 00	15,626 00
For repairs of magazine buildings and their dependencies.....	180,000 00	141,971 00	38,224 00
For the pay of superintendents, naval constructors, and civil establishments of navy yards and stations...	124,480 00	115,350 00	115,350 00
For nautical books, maps, charts, and binding; instruments, and repairs thereof; wrought-iron fence for the north side of the enclosure of the Observatory, and all expenses of the Hydrographical office....	69,910 00	84,010 00	47,760 00
For improvement and repair of buildings and grounds and support of the Naval Academy at Annapolis, Maryland.....	57,044 22	53,768 00	39,678 00
For transportation of the mail.....	1,468,850 00	1,496,250 00	.....
For preparing for publication the American Nautical Almanac.....	20,880 00	22,680 00	20,880 00
For six steam-frigates.....	3,000,000 00	.....	3,000,000 00
For Stevens's war steamer.....	250,000 00	.....	.....
For continuation of basin and railway at navy yard, San Francisco.....	400,000 00	.....	.....
	7,324,634 22	3,379,344 00	4,451,057 00

SECRETARY OF THE NAVY.

TREASURY DEPARTMENT,
Second Comptroller's Office, November 11, 1854.

SIR: I have the honor to transmit, in duplicate, the annual statement of the appropriations for the Navy Department for the fiscal year 1853-'4, showing the balances of appropriations on the 1st of July, 1853; the appropriations made for the fiscal year 1853-'4; the repayments and transfers in same time; the amounts applicable to the service of the year 1853-'4; the amounts drawn by requisitions from the treasury in same period; and, finally, the balances on the 30th of June, 1854, with such sum specially designated as has been carried to the surplus fund; prepared in pursuance of an act of Congress approved May 1, 1820.

Very respectfully, sir, your obedient servant,

J. M. BRODHEAD,

Comptroller.

Hon. J. C. DOBBIN,

Secretary of the Navy.

Statement of the appropriations for the service of the Navy Department from July 1, 1853, to June 30, 1854: made in pursuance of the provisions of the second section of the act of Congress of May 1, 1820, entitled "An act in addition to the several acts for the establishment of the Treasury, War, and Navy Departments."

Heads of appropriations.	Balances of appropriations July 1, 1853.	Appropriations for fiscal year 1853-54.	Repayments from July 1, 1853, to June 30, 1854.	Amounts applicable to the service of the fiscal year 1853-54.	Amounts drawn by requisitions from the treasury during the fiscal year 1853-54.	Balances June 30, 1854
Pay of the navy.....	\$245 57	\$2, 880, 143 00	\$296, 494 41	\$3, 177, 487 98	\$3, 154, 521 59	\$22, 966 39
Provisions of the navy.....	331, 371 45	686, 200 00	37, 801 13	1, 055, 372 54	784, 781 19	270, 591 39
Contingent expenses.....	63 37	600, 500 00	92, 626 73	693, 190 10	652, 638 41	31, 351 69
Extra pay to officers, &c., serving in Pacific. (Indefinite.).....		862, 869 88		862, 869 88	862, 869 88	
Extra pay to officers engaged in astronomical expedition to Chili. (Indefinite.).....		4, 603 41		4, 603 41	4, 603 41	
Prize money.....	39, 330 82	9, 551 03	2, 040 36	50, 972 21	1, 000 00	49, 972 21
Relief of sufferers by San Francisco. (Indefinite).....		1, 047 22		1, 047 22	1, 047 22	
Military contributions in Mexico.....	1, 083 72	3, 000 00		4, 083 72	2, 541 59	1, 542 13
Pay of superintendents, &c.....	22, 137 12	108, 650 00	82	130, 787 94	103, 073 48	25, 714 46
Increase, repairs, &c.....	42, 923 60	2, 141, 450 00	232, 456 17	2, 416, 829 77	2, 371, 990 84	44, 838 93
Six steam-frigates.....		3, 000, 000 00		3, 000, 000 00	112, 804 62	2, 887, 195 38
Steam mail service.....	519, 719 83	1, 496, 250 00		2, 045, 969 83	1, 534, 769 14	511, 200 69
Navy hospital fund.....	150, 705 72		35, 833 17	186, 538 89	66, 225 81	120, 313 08
Clothing of navy.....	635, 134 51		138, 788 79	773, 923 30	331, 432 63	442, 490 67
Surgeons' necessaries and appliances.....	15, 834 08	37, 300 00	18, 642 01	71, 776 09	42, 115 51	29, 660 58
Testing alimentary substances.....	500 00	5, 000 00		5, 500 00	3, 020 33	2, 479 67
Nautical Almanac.....	4, 295 00	19, 400 00		23, 695 00	20, 939 10	2, 755 90
Meteorological observations.....		2, 000 00	553 77	2, 553 77	1, 750 00	803 77
Books, maps, &c., of hydrographical office.....	28, 157 10	61, 900 00	5, 209 61	95, 266 71	71, 367 62	23, 899 09
Naval School.....	56, 407 86	84, 059 00		140, 466 86	123, 741 00	16, 725 86

STATEMENT—Continued.

Heads of appropriations.	Balances of appropriations July 1, 1853.	Appropriations for fiscal year 1853-'54.	Repayments from July 1, 1853, to June 30, 1854.	Amounts applicable to the service of the fiscal year 1853-'54.	Amounts drawn by requisitions from the treasury during the fiscal year 1853-'54.	Balances June 30, 1854.
Coal depot at Key West.....	\$20,000 00		\$107 00	\$20,107 00	\$11,162 00	\$8,945 00
Lien on lands at Brooklyn.....		\$12,247 05		12,247 05	12,247 05	
Navy yard, Portsmouth, N. H.....	16,479 39	53,107 00	18 03	69,604 42	69,604 42	
Navy yard, Boston.....	24,767 93	81,460 00	4,920 69	111,148 62	56,608 47	54,540 15
Navy yard, New York.....	26,205 59	249,320 00	5,162 64	280,688 23	262,698 05	17,990 18
Navy yard, Philadelphia.....	27,330 38	23,925 00	1,865 54	53,170 92	39,366 31	13,804 61
Navy yard, Washington.....	51,996 97	162,512 00	7,563 01	222,071 98	164,185 27	57,886 71
Navy yard, Norfolk.....	22,398 38	114,600 00	2,860 02	139,858 40	131,670 95	8,187 45
Navy yard, Pensacola.....	15,111 90	225,800 00	1,651 17	242,563 07	174,662 02	67,901 05
Navy yard, Memphis.....	32,490 20	43,776 00	4,282 40	85,548 60	55,020 77	30,527 83
Navy yard, Sackett's Harbor.....			18 20	18 20		18 20
Navy yard, San Francisco.....	14,269 00	100,000 00		114,269 00	22,558 01	91,650 99
Hospital at Boston.....	1,342 47	610 00		1,942 47	822 98	1,119 49
Hospital at New York.....	24,897 78	300 00		25,197 78	25,197 78	
Hospital at Philadelphia.....	6,426 00	8,442 42	2,836 95	17,705 37	15,176 00	2,529 37
Hospital at Washington.....	400 00			400 00	400 00	
Hospital at Norfolk.....	2,318 42	11,168 93		13,487 35	4,322 33	9,165 02
Hospital at Pensacola.....	1,500 07	36,325 00	2,000 38	39,825 45	15,111 55	24,713 90
Magazine at Boston.....	200 00	3,280 63		3,480 63	338 00	3,142 63
Magazine at New York.....	1,013 51	4,916 32		5,929 83	2,409 26	3,520 57
Magazine at Washington.....	150 00	6,300 00		6,450 00		6,450 00
Magazine at Norfolk.....		6,568 42	20 13	6,588 55		6,588 55
Magazine at Pensacola.....		950 00		950 00	950 00	
Dry dock at Portsmouth, N. H.....		2,900 85		2,900 85		2,900 85
Dry dock at Philadelphia.....	3,319 95			3,319 95		3,319 95

Dry dock, California.....	24,400 00			24,400 00	3,484 68	20,915 32
Basin and railway, California.....		150,000 00		150,000 00		150,000 00
Dry dock at Pensacola.....		11,119 13		11,119 13		11,119 13
Purchase of marine paint.....	507 00			507 00		507 00
Survey of coast between Apalachicola bay and the Mississippi.....	348 18			348 18		348 18
Property destroyed at Washington.....	525 00			525 00		525 00
Purchase of vessels captured on Lake Erie.....			80 24	80 24	*80 24	
Mexican hostilities.....			354 72	354 72	354 72	
Relief of James Glynn and others, act February 22, 1849. (Indefinite).....		1,338 70		1,338 70	1,338 70	
Relief of widows and orphans of forward officers of brig Somers, act August 14, 1848. (Indefinite).....		108 00		108 00	108 00	
Relief of widows, &c., of officers and men of the brig Washington, act February 3, 1853. (Indefinite).....		396 00		396 00	396 00	
Relief of Louis M. Goldsborough and others, act March 3, 1853. (Indefinite).....		4,150 69		4,150 69	4,150 69	
Relief of Henry La Reintree, act March 3, 1847. (Indefinite).....		300 00		300 00	300 00	
Relief of executors of John E. Bispham, act April 12, 1854. (Indefinite).....		913 69		913 69	913 69	
Pay of marine corps.....	18,239 68	223,530 44	49,093 71	290,863 83	261,723 62	29,140 21
Provisions, marine corps.....	2,088 90	29,984 75		32,073 65	32,073 65	
Contingent, marine corps.....		25,000 00		25,000 00	25,000 00	
Clothing, marine corps.....		52,064 00	1,021 14	53,085 14	53,085 14	
Fuel, marine corps.....		14,194 50	26 87	14,221 37	14,221 37	
Transportation, &c., marine corps.....		12,000 00		12,000 00	12,000 00	
Military stores, marine corps.....		8,000 00		8,000 00	8,000 00	
Repairs of barracks, marine corps.....		6,000 00	7,061 23	13,061 23	13,061 23	
Total.....	2,220,276 45	13,696,528 06	948,391 04	16,865,195 55	11,750,236 32	5,114,959 23

* Carried to the surplus fund.

REPORT OF THE
STATEMENT—Continued.

RECAPITULATION.

Amount applicable to the service of the fiscal year 1853-'54, as per aggregate of fourth column.....	\$16,865,195 55
From which deduct amount of refunding and transfer requisitions, as per third column.....	948,391 04
	15,916,804 51
Will show the amount applicable to the above period.....	15,916,804 51
From which deduct amount drawn by requisitions from the treasury, as per aggregate of fifth column.....	\$11,750,236 32
From which last sum deduct amount drawn by transfer and refunding requisitions, as per third column.....	948,391 04
	10,801,845 28
Will leave the aggregate of the fifth column of balances on June 30, 1854	5,114,959 23

TREASURY DEPARTMENT,
Second Comptroller's Office, November 11, 1854.

No. 15.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE,
December 2, 1854.

SIR: I have the honor to transmit, herewith, two copies of an abstract of the expenditures of the navy under the head of contingent expenses, as settled and allowed at this office, from the 1st of July, 1853, to the 30th of June, 1854.

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

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

Abstract of expenditures under the head of contingent expenses of the navy, as settled and allowed at the office of the Fourth Auditor of the Treasury, from the 1st of July, 1853, to the 30th of June, 1854, inclusive.

Ex. Doc. 1—39*

No. of report.	Date.	Names.	Rank.	Contingent expenses.	Contingent marine corps.	Purposes.
9948	July 5	James Glynn	Commander	\$193 13	.....	Travel.
9955	12	T. P. McBlair	Purser	1,003 58	.....	Pilotage, stationery, &c.
9953	14	J. H. Wright	Navy agent	11,799 20	.....	Stationery, advertising, travelling, &c.
9959	16	W. E. Everett	Chief engineer	421 00	.....	Travelling expenses.
9963	21	D. Fauntleroy	Purser	4,616 32	.....	Mechanics' pay, &c.
9966	25	S. Forrest	do	1,626 52	.....	Postage, mechanics' pay, &c.
9968	27	W. Ryan	Saling-master	375 00	.....	Travel—China to the United States.
9969	29	H. M. Hieskell	Purser	5,652 35	.....	Mechanics' pay, &c.
9971	30	W. H. Le Roy	Navy agent	20,932 96	.....	Travel, freight, advertising, &c.
9972	Aug. 1	N. Moses	do	2,072 03	.....	Postage, commissions, &c.
9978	2	B. D. Heriot	do	306 28	.....	Travel, &c.
9979	5	do	do	471 51	.....	Do.
9980	5	A. A. Nicholson	Quarterm'r marine corps .....	.....	\$4,648 52	Officers' quarters, postage, &c.
9982	13	B. D. Wright	Navy agent	664 68	.....	Advertising, printing, travel, &c.
9983	13	S. W. Goden	Lieutenant	694 88	.....	Travelling expenses.
9984	13	W. Anderson	Navy agent	434 37	.....	Postage, freight, &c.
9985	16	J. H. Lathrop	do	23,025 92	.....	Commissions, travel, &c.
9988	22	J. H. Wright	do	4,850 51	.....	Travel, postage, &c.
9989	26	F. Mallory	do	16,674 13	.....	Advertising, travel, freight, &c.
9990	29	A. Welch	Purser	2,111 01	.....	Travel, transportation, &c.
10000	Sept. 15	E. O. Perrin	Acting purser	2,261 17	.....	Mechanics' pay, &c.
3	20	W. Hindman	do	21 05	.....	Travel.
4	20	do	Navy agent	2,063 86	.....	Postage, freight, travel, &c.
5	21	E. O. Perrin	do	1,553 21	.....	Do. do.
7	23	G. F. Cutter	Purser	20 47	.....	Travel.
10	30	A. E. Watson	do	1,053 18	.....	Mechanic's pay, &c.
11	Oct. 1	W. Sloanaker	Navy agent	4,936 10	.....	Commissions, travel, &c.

No. 15—Continued.

No. of report.	Date.	Names.	Rank.	Contingent expenses.	Contingent marine corps.	Purposes.
15	Oct. 3	H. M. Hieskell	Purser.....	\$2,420 93	.....	Mechanics' pay, &c.
16	4	T. M. Taylor	do.....	264 31	.....	Pilotage, stationery, &c.
17	4	G. Loyall	Navy agent.....	7,117 07	.....	Travel, freight, &c.
22	7	A. Day	do.....	6,699 39	.....	Rent, travel, &c.
26	10	J. H. Briscoe.....	do.....	1,427 39	.....	Travel, advertising, &c.
34	22	S. Forrest.....	Purser.....	1,884 15	.....	Mechanics' pay, &c.
37	26	J. J. Jones.....	do.....	2,408 99	.....	Pilotage, towage, &c.
42	Nov. 2	W. A. Christian.....	do.....	553 31	.....	Travel, transportation, pilotage.
43	4	C. Swackhamer.....	Navy agent.....	21,490 46	.....	Rent, travel, stationery, &c.
45	7	N. Moses.....	do.....	6,217 14	.....	Commission, travel, &c.
47	9	G. F. Sawyer.....	Purser.....	591 90	.....	Stationery, pilotage, &c.
49	9	A. A. Nicholson.....	Quarterm'r marine corps.....	.....	\$5,256 23	Officers' quarters, postage, per diem, &c.
50	18	W. L. Riddick.....	Acting purser.....	597 42	.....	Pilotage, &c.
55	29	L. Warrington.....	Purser.....	13,362 77	.....	Mechanics' pay, &c.
67	Dec. 16	B. D. Heriot	Navy agent.....	367 59	.....	Travel, postage, &c.
70	19	E. D. Reynolds.....	Purser.....	1,948 25	.....	Stationery, towage, &c.
75	27	A. Day.....	Navy agent.....	15,702 50	.....	Commission, rent, &c.
76	28	J. H. Wright.....	Navy agent.....	14,270 65	.....	Travel, rent, freight, &c.
78	28	J. Mc. McIntosh.....	Commander.....	114 27	.....	Wood, postage, &c.
81	Jan. 4	J. Wilson.....	Purser.....	31,992 98	.....	Rent, wood, freight, &c.
83	7	J. Steuart.....	Master.....	73 00	.....	Travelling expenses.
85	11	A. A. Nicholson.....	Quarterm'r marine corps.....	.....	5,099 10	Officers' quarters, freight, per diem, &c.
93	17	G. Loyall.....	Navy agent.....	12,240 07	.....	Rent, freight, commission, &c.
94	19	E. McCall & Co.....	Navy agents.....	4,164 62	.....	Salary, postage, &c.
95	21	A. J. Watson.....	Purser.....	11,828 81	.....	Travel, pilotage, and stationery.
98	23	L. Warrington.....	do.....	9,520 93	.....	Mechanics' pay, &c.
100	24	E. H. Allen.....	Consul.....	1,063 20	.....	.....
103	Feb. 1	Barings Brothers & Co.....	Navy agents.....	11,063 88	.....	Commission, interest, &c.
105	3	S. P. Todd.....	Purser.....	31,260 28	.....	Mechanics' pay, postage, &c.
117	21	A. A. Nicholson.....	Quarterm'r marine corps.....	.....	5,105 40	Officers' quarters, freight, &c.
118	22	B. J. Cahoone.....	Purser.....	335 57	.....	Travel, stationery, &c.

120	25	J. B. Rittenhouse.....	do.....	255 66	Travel and stationery.
122	27	T. M. Taylor.....	do.....	862 07	Do do.
125	Mar. 2	J. C. Carter.....	Acting purser.....	678 91	Do do.
126	4	S. P. Todd.....	Purser.....	6,350 91	Mechanics' pay, postage, &c.
130	9	C. J. Sweet.....	Acting purser.....	234 54	Postage, travel, &c.
131	9	F. Chatard.....	do.....	952 75	Do.
132	9	A. G. Allen.....	Navy agent.....	31,828 26	Commissions, clerk-hire, &c.
137	13	W. Anderson.....	do.....	7,786 55	Do do.
139	14	J. Johnson.....	Purser.....	1,138 98	Pilotage, stationery, &c.
141	15	W. Sloanaker.....	Navy agent.....	193 86	Freight, postage, &c.
143	17	C. Swackhamer.....	do.....	19,096 51	Clerk-hire, commissions, &c.
164	21	J. H. Aulick.....	Captain.....	1,415 90	Travelling expenses.
168	April 3	J. H. Wright.....	Navy agent.....	12,637 89	Commissions, freight, travel, &c.
179	6	W. B. Fitzgerald.....	Midshipman.....	23 00	Travel.
180	6	J. B. Rittenhouse.....	Purser.....	420 00	Stationery, postage, &c.
183	7	J. Tatnal, jr.....	do.....	780 28	Do do.
185	8	A. Day.....	Navy agent.....	12,039 27	Travel, rent, freight, &c.
188	10	C. S. McCauley.....	Captain.....	552 50	Travel.
193	13	B. J. Cahuone.....	Purser.....	97 53	Postage, stationery, &c.
198	19	S. Ramsey.....	do.....	889 89	Do do.
201	22	do.....	do.....	7,615 97	Mechanics' pay, &c.
204	26	S. Forrest.....	do.....	14,663 31	Do.
210	May 2	L. Warrington.....	do.....	4,643 51	Do.
212	5	W. Anderson.....	Navy agent.....	9,998 90	Freight, advertising, rent, &c.
215	5	W. H. Robertson.....	Consul.....	156 82	Towage.
216	5	G. Loyall.....	Navy agent.....	10,343 47	Advertising, travel, rent, &c.
218	6	A. Miles.....	Passed assistant surgeon.....	609 00	Travel.
223	12	A. B. Fairfax.....	Acting purser.....	194 91	Travel and postage.
225	15	H. M. Hieskell.....	Purser.....	8,967 76	Mechanics' pay, &c.
226	16	J. O. Bradford.....	do.....	13,420 44	Do.
228	17	J. H. Briscoe.....	Navy agent.....	6,363 40	Rent, stationery, freight, &c.
233	31	B. D. Heriot.....	do.....	388 40	Do do.
234	31	J. D. Gibson.....	Purser.....	2,087 00	Pilotage, stationery, &c.
237	June 1	N. Moses.....	Navy agent.....	6,756 30	Commissions, rent, freight, &c.
238	2	C. Swackhamer.....	do.....	21,628 91	Do do.
243	9	J. M. Watson.....	Acting purser.....	472 35	Pilotage, stationery, &c.
248	12	S. Ramsey.....	Purser.....	3,868 69	Mechanics' pay, &c.
249	12	J. H. Lathrop.....	Navy agent.....	14,879 66	Commissions, freight, &c.
250	13	S. Forrest.....	Purser.....	6,370 25	Mechanics' pay, &c.

No. 15—Continued.

No. of report.	Date.	Names.	Rank.	Contingent expenses.	Contingent marine corps.	Purposes.
252	June 13	J. D. Gibson.....	Purser.....	\$457 75	.....	Stationery, travel, &c.
253	14	L. Warrington.....	do.....	5,219 13	.....	Mechanics' pay, &c.
254	14	A. Day.....	Navy agent.....	5,110 87	.....	Rent, freight, clerk-hire, &c.
255	16	J. H. Wright.....	do.....	5,609 00	.....	Do do.
256	21	T. P. McBlair.....	Purser.....	6,098 41	.....	Pilotage, stationery, furniture, &c.
259	24	G. Loyall.....	Navy agent.....	4,190 61	.....	Freight, commissions, &c.
261	27	B. J. Cahoon.....	Purser.....	75 56	.....	Travel and postage.
				579,306 89	\$20,109 25	

TREASURY DEPARTMENT, Fourth Auditor's Office, December 1, 1854.

A. O. DAYTON.