

*List of papers accompanying the report of the Secretary of the Navy,  
December 3, 1855.*

- A.—List of deaths, resignations, and dismissions in the navy, since the last report.
- B.—Organization of, instructions to, correspondence with, and report of board convened under act of February 28, 1855, "to promote the efficiency of the navy."
- C.—Instructions to, and report of Lieutenant H. J. Hartstene, in command of expedition to Arctic seas in search of Dr. E. K. Kane, United States Navy, and his companions.
- D.—Report of Dr. E. K. Kane in relation to results of second expedition in search of Sir John Franklin.
- E.—Report of annual Board of Examiners, in relation to organization and condition of Naval Academy, at Annapolis, Md.
- F.—Report of commandant of midshipmen, in relation to the late cruise of the Practice Ship.
- G.—Report of superintendent of Nautical Almanac, in relation to its progress, &c.
- No. 1.—Detailed estimates of the office of the Secretary of the Navy, including those of the superintendent of the Nautical Almanac.
- No. 2.—Report and detailed estimates of the Bureau of Yards and Docks.
- No. 3.—Report and detailed estimates of the Bureau of Ordnance and Hydrography, including those of Naval Observatory and Hydrographical Office and Naval Academy.
- No. 4.—Report and detailed estimates of Bureau of Construction, Equipment, and Repair.
- No. 5.—Report and detailed estimates of Bureau of Provisions and Clothing.
- No. 6.—Report and detailed estimates of Bureau of Medicine and Surgery.
- No. 7.—Report of the commandant of the marine corps, and detailed estimates from the Paymaster and the Quartermaster of the corps.

- No. 8.—General estimate of the office of the Secretary of the Navy and the several Bureaus of the department.
- No. 9.—General estimate of the southwest executive building.
- No. 10.—Summary statement of the estimates for the navy, the marine corps, and special objects.
- No. 11.—General estimate for the support of the navy.
- No. 12.—General estimate for the support of the marine corps.
- No. 13.—General estimate for special objects under the Navy Department.
- No. 14.—Statement of the appropriations for the Navy Department, viz: balances of appropriations on the 1st of July, 1854; appropriations for the fiscal year 1854-'55; repayments and transfers in the same time; the amounts applicable to the service of the year 1854-'55; the amounts drawn by requisitions from the treasury in the same period; and the balances on the 30th of June, 1855, 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, 1854, to June 30, 1855, inclusive.

## A.

*List of deaths in the navy, as ascertained at the Department, since December 1, 1854.*

Name and rank.	Date.	Place.
<i>Captains.</i>		
Henry E. Ballard .....	May 23, 1855	Near Annapolis, Md. ....
Charles Gauntt .....	Aug. 21, 1855	New Brunswick, N. J. ....
<i>Commander.</i>		
James T. Gerry .....	— —, 1854	At sea, in the Albany .....
<i>Lieutenants.</i>		
Arthur Lewis .....	Nov. 30, 1854	Bowling Green, Va. ....
Robert E. Johnson .....	Feb. 4, 1855	Near Wilmington, Del. ....
Wm. W. Bleecker .....	— —, 1854	At sea, in the Albany .....
Montgomery Hunt .....	do .....	do .....
John Quincy Adams .....	do .....	do .....
Henry Rodgers .....	do .....	do .....
Wm. C. Chaplin .....	April 30, 1855	Chelsea hospital .....
John Mooney .....	June 3, 1855	At sea, Pacific ocean .....
Wm. Decatur Lurst .....	Aug. 7, 1855	Mendham, N. J. ....
Jonathan D. Ferris .....	Nov. 13, 1855	Norfolk, Va. ....
<i>Surgeon.</i>		
S. A. McCreery .....	— —, 1854	At sea, in the Albany .....
<i>Passed Assistant Surgeon.</i>		
James Hamilton .....	Sept. 6, 1854	Steamer Susquehanna, East Indies. ....
<i>Assistant Surgeons.</i>		
Richard D. Cowman .....	— —, 1854	At sea, in the Albany .....
James B. Whiting .....	June 1, 1855	Louisville, Ky. ....
James H. Stuart .....	— —, 1854	At sea, in the Porpoise .....
<i>Purser.</i>		
Nixon White .....	— —, 1854	At sea, in the Albany .....
<i>Chaplain.</i>		
Vernon Eskridge .....	Sept. 11, 1855	Naval hospital, Norfolk .....
<i>Masters.</i>		
Robert A. Marr .....	— —, 1854	At sea, in the Albany .....
Wm. King Bridge .....	do .....	At sea, in the Porpoise .....
Francis G. Clark .....	July 25, 1855	Naval hospital, Norfolk .....
Augustus Ford .....	Aug. 4, 1855	Sackett's Harbor, N. Y. ....
<i>Passed Midshipmen.</i>		
Frederick F. Brosé .....	Dec. 8, 1854	Georgetown, Ohio .....

## A—Continued.

Name and rank.	Date.	Place.
Henry St. George Hunter.....	Sept. 24, 1854	Fouchow, China.....
Thomas W. Brodhead.....	Feb. 20, 1855	At sea, on board the Falmouth.....
Washington Totten.....	Dec. 27, 1854	At sea, on board the Independence.....
William Reily.....	— —, 1854	At sea, in the Porpoise.....
Sylvanus J. Bliss.....	do.....	do.....
Wm. Van Wyck.....	do.....	do.....
Walter F. Jones.....	Aug. 20, 1855	Naval hospital, Norfolk.....
<i>Midshipmen.</i>		
Bennet J. Riley.....	— —, 1854	At sea, in the Albany.....
George F. B. Baber.....	do.....	At sea, in the Porpoise.....
John Cain, jr.....	Aug. 12, 1855	At sea, on board the Falmouth.....
<i>Boatswains.</i>		
William Jones.....	— —, 1854	At sea, in the Albany.....
William Whiting.....	April 1, 1855	Accidentally killed at Woosung, China..
<i>Gunners.</i>		
William Craig.....	— —, 1854	At sea, in the Albany.....
George Marshall.....	Aug. 2, 1855	Naval hospital, Norfolk.....
<i>Carpenters.</i>		
Rowland Leach.....	— —, 1854	At sea, in the Albany.....
James Linn.....	April 27, 1855	Portsmouth, Va.....
<i>Sailmakers.</i>		
Isaac D. Freeman.....	Mar. 24, 1853	Philadelphia.....
James Frazer.....	— —, 1854	At sea, in the Albany.....
Robert C. Rodman.....	Sept. 19, 1855	Naval hospital, Norfolk.....
<i>Master's Mate.</i>		
John W. W. Dyes.....	Sept. 11, 1855	Naval hospital, Norfolk.....
<i>2d Assistant Engineer.</i>		
Simon B. Knox.....	Sept. 19, 1855	Washington, D. C.....
<i>3d Assistant Engineers.</i>		
Henry S. Barker.....	July 25, 1855	Buffalo, N. Y.....
Joseph Bilisoly.....	Sept. 3, 1855	Portsmouth, Va.....
Samuel C. Latimer.....	Aug. 24, 1855	Killed on board United States coast sur- vey steamer Hetzel.
<i>Navy Agent.</i>		
John Har. on Briscoe.....	Sept. 20, 1855	Baltimore.....
<i>Marine Corps.</i>		
Second Lieut. G. W. Campbell...	Mar. 23, 1855	Naval hospital, Norfolk.....
Major A. A. Nicholson.....	July 18, 1855	Washington, D. C.....
Captain V. E. Stark.....	Aug. 18, 1855	Norfolk, Va.....

*List of resignations in the navy since December 1, 1854.*

Names and rank.	Date of acceptance.
<i>Surgeon.</i>	
John J. Brownlee.....	August 31, 1855.
<i>Passed Assistant Surgeons.</i>	
R. J. Farquharson.....	September 21, 1855.
A. Nelson Bell.....	October 30, 1855.
<i>Assistant Surgeons.</i>	
J. Page Hopkins.....	September 29, 1855.
William L. Nichol.....	November 21, 1855.
<i>Passed Midshipmen.</i>	
Charles Latimer.....	December 2, 1854.
Charles W. Woolley.....	December 31, 1854.
John E. Johnson.....	June 1, 1855.
Edwin O. Carnes.....	May 30, 1855.
<i>Midshipmen.</i>	
Charles L. Haralson.....	December 13, 1854.
Lucien W. Dawson.....	May 14, 1855.
Thomas Arnold.....	September 21, 1855.
James C. Walker.....	October 8, 1855.
Robert J. Bowen.....	November 6, 1855.
<i>Acting Midshipmen.</i>	
Horace R. Hubburd.....	December 15, 1854.
Henry F. Young.....	December 21, 1854.
Robert Sutherland.....	January 23, 1855.
Jacob L. Potter.....	February 14, 1855.
Iverson A. Hines.....	February 19, 1855.
J. C. K. Mullan.....	Do.
H. H. Brodrick.....	Do.
Thomas Reddington.....	Do.
N. J. Lane.....	Do.
C. P. Hinman.....	Do.
Edmund Taylor.....	Do.
Charles S. Wheeler.....	Do.

*List of resignations—Continued.*

Name and rank.	Date of acceptance.
George De Wolf Colt .....	February 19, 1855.
J. G. Beckwith .....	March 21, 1855.
Richmond L. Jones .....	March 29, 1855.
Augustus S. Walls .....	March 31, 1855.
A. A. Belknap .....	May 16, 1855.
E. M. Seabrook .....	June 23, 1855.
S. D. McEnery .....	Do.
Wellington Triplett .....	Do.
R. T. Wheeler .....	Do.
J. L. Stanburrough .....	Do.
John Bradley .....	Do.
R. C. Mailler .....	Do.
Arthur McKinstry .....	Do.
Thomas Ewing .....	Do.
James M. Wadsworth .....	Do.
James R. Roach .....	October 15, 1855.
<i>Boatswains.</i>	
Henry Bright (acting) .....	September 11, 1855.
William Ray (acting) .....	October 26, 1855.
<i>Engineers.</i>	
First Assistant C. W. Geddes .....	September 5, 1855.
First Assistant J. G. Young .....	November 14, 1855.
Second Assistant D. T. Mapes .....	June 21, 1855.
Second Assistant J. M. Hobby .....	Do.
Third Assistant G. M. Plympton .....	December 20, 1854.
Third Assistant Columbus W. Lee .....	June 2, 1855.
<i>Navy Agent.</i>	
Albert G. Allen .....	December 19, 1854.
<i>Naval Storekeepers.</i>	
James R. Molony .....	June 16, 1855.
J. Austin Amory .....	September 20, 1855.
<i>Marine Corps.</i>	
Captain H. B. Watson .....	January 1, 1855.
Second Lieutenant A. J. Dallas .....	September 24, 1855.

*List of dismissions in the navy since December 1, 1854.*

Names and rank.	Date of dismissal.
<i>Lieutenant.</i>	
Charles G. Hunter .....	January 29, 1855.
<i>Passed Midshipman.</i>	
Jefferson Maury .....	May 10, 1855.
<i>Midshipman.</i>	
Robert M. Caldwell .....	June 16, 1855; in consequence of continued ill-health.
<i>Acting Midshipman.</i>	
Edmund Kearny .....	April 21, 1855.
<i>Boatswain.</i>	
James Williams, (acting) .....	April 2, 1855.
<i>Gunners.</i>	
Thomas Laffiner, (acting) .....	June 26, 1855.
Hamilton Bell, (acting) .....	August, 1854; <i>deserted.</i>
William Harcourt .....	August 13, 1855.
George H. Baker .....	November 16, 1855.
<i>Carpenter.</i>	
Samuel B. Cocke .....	June 7, 1855; in consequence of continued ill-health.
<i>Sailmaker.</i>	
B. B. Burchsted .....	May 7, 1855.
<i>Timber Agents.</i>	
William S. Turner .....	March 19, 1855
John A. Cuthbert .....	March 19, 1855
Antoine Collins .....	March 8, 1855.
<i>Marine Corps.</i>	
Second Lieutenant Freeman Norvelle .	June 26, 1855.

*List of officers dropped from the rolls, on the 13th of September, 1855,  
under the act of Congress of February 28, 1855.*

## CAPTAINS.

John P. Zantzinger.  
Uriah P. Levy.  
William Ramsay.

## COMMANDERS.

Frederick Varnum.	John S. Chauncey.
Samuel W. Lecompte.	Zachariah F. Johnston.
Thomas Petigru.	William S. Ogden.

## LIEUTENANTS.

William A. C. Farragut.	Latham B. Avery.
Hillary H. Rhodes.	Thomas Brownell.
Lawrence Pennington.	Washington A. Bartlett.
William H. Noland.	A. Davis Harrell.
James Noble.	S. Chase Barney.
James T. McDonough.	Thomas H. Stevens.
Richard W. Meade.	Israel C. Wait.
John L. Ring.	Abner Read.
Daniel F. Dulany.	A. C. Rhind.
J. J. B. Walbach.	

## MASTERS.

Julius S. Bohrer.	Peter Wager, jr.
John Walcutt.	John P. Hall.
John Madigan, jr.	David Ochiltree.
George A. Stevens.	Augustus McLaughlin.

## PASSED MIDSHIPMEN.

J. Howard March.	William R. Mercer.
James S. Thornton.	Charles Gray.
Edward A. Selden.	George S. King.
Nathaniel T. West.	Joseph A. Seawell.
Allen T. Byrens.	Charles B. Smith.
Edmund Shepherd.	James Bruce.



B.

NAVY DEPARTMENT, *June 5, 1855.*

SIR: You are hereby appointed a member of a board of naval officers, with a view to carry into execution "An act to promote the efficiency of the navy," approved February 28, 1855, of which you are the senior and presiding officer. The board will convene in the city of Washington on the 20th instant, on which day the other members have been ordered to report to you.

Further instructions will be issued in regard to the duties of the board at its meeting.

I am, respectfully, your obedient servant,

J. C. DOBBIN.

Com. WILLIAM B. SHUBRICK,  
*U. S. Navy, Washington, D. C.*

NAVY DEPARTMENT, *June 20, 1855.*

SIR: As no official information has been given you directly of the members of the board, the department thinks proper to transmit you a list as follows, viz:

Commodore William B. Shubrick.  
Commodore M. C. Perry.  
Commodore Charles S. McCauley.  
Captain C. K. Stribling.  
Captain A. Bigelow.  
Commander G. J. Pendergrast.  
Commander Franklin Buchanan.  
Commander Samuel F. Du Pont.  
Commander Samuel Barron.  
Commander A. H. Foote.  
Lieutenant J. S. Missroon.  
Lieutenant R. L. Page.  
Lieutenant S. W. Godon.  
Lieutenant William L. Maury.  
Lieutenant James S. Biddle.

I am, respectfully, your obedient servant,

J. C. DOBBIN.

Com. WM. B. SHUBRICK,  
*Senior Officer Naval Efficiency Board, Washington.*

WASHINGTON CITY, *June 20, 1855.*

SIR: The following officers have reported to me under the orders of the department of the 5th June, as "members of the board, with a

view to carry into execution an act to promote the efficiency of the navy, approved February 28, 1855," viz: Captains M. C. Perry, Charles S. McCauley, C. K. Stribling, and Abraham Bigelow; Commanders G. J. Pendergrast, Samuel F. Du Pont, Samuel Barron, and Andrew H. Foote; and Lieutenants John S. Missroon, Richard L. Page, S. W. Godon, William L. Maury, and James S. Biddle.

The board is prepared to receive the instructions of the department for the further execution of its orders.

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

W. B. SHUBRICK,

*Senior Officer.*

Hon. J. C. DOBBIN,

*Secretary of the Navy, Washington.*

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NAVY DEPARTMENT, *June 20, 1855.*

GENTLEMEN: The President has "caused you to be assembled" with a view to carry into execution an act approved February 28, 1855, entitled "An act to promote the efficiency of the navy."

The law directs this to be performed "under such regulations as shall be prescribed by the Secretary of the Navy."

Your path of duty is marked out so plainly and with such distinctness by the language of the statute, as to enable you to advance unembarrassed with technical questions, and undisturbed by difficulties save those necessarily incident to the delicate and responsible task of passing upon the relative merit and incapacity of officers attached to your own honorable branch of the public service. In prescribing regulations, I shall endeavor to be very brief and concise, in order to avoid trammelling your deliberations by a multitude of rules, often more calculated to confuse than to direct.

Reposing confidence in your integrity and intelligence; persuaded of your competency to discriminate with justice, because of your experience and your personal and official association with your brother officers; entertaining no doubt of your having the independence to discharge your duty with fidelity and steadiness of purpose, however delicate or painful; I have an abiding faith that the honor and reputation of the service will be safe in your hands, and that I need not indulge in elaborate argument, or appeals to your pride as officers and patriotism as citizens, to co-operate in causing the standard of capacity in the American navy to be maintained at an elevation commanding the confidence and respect of the country. Considerate statesmen look to the ocean as the theatre on which future national conflicts are, to a large extent, to be settled; and the commerce of the country regards the navy, not merely as a friendly ally, but a sure protector. Our wonderful expansion as a nation, the necessary multiplication of grave questions with distant foreign powers, and our wide-spread commerce, have attracted, with greatly increased concern, the attention of the legislative and executive departments of government to the con-

dition of the navy, and the importance of securing vigor, energy, and capacity in its personnel. In order the more effectually to attain that object, and yet not do injustice from haste or ignorance, Congress has authorized the assembling of a board of officers, whose duties shall be merely of an advisory nature, and as an aid to the Executive in promoting "the efficiency" of the navy. The Executive has appointed you under that law, and it now becomes your duty to make a "careful examination," and a report in pursuance thereof. And here, gentlemen, allow me to invite your attention to the searching language of the law. The law requires capacity; but it stops not here, for it must be a capacity to perform "all duty," "ashore and afloat." But it stops not here; for it is not content with a mere capacity to perform duty, but demands that it shall be done, not merely "promptly," but "efficiently." The law, therefore, has fixed the test; you are, as an advisory board, to assist in enforcing it. Your own sound common sense, and acquaintance with the duties of an officer, will guide you to the true *practical* interpretation of this. Efficiency—*Efficiency—that is what is required.* Inefficiency—*Inefficiency—that is what is to be withdrawn, in order to "promote" the efficient.* Neither the law nor the country asks for anything unreasonable. In examining as to who are "incapable of performing their whole duty both ashore and afloat," I need hardly suggest to you that an officer may be "incapable" either mentally, physically, or morally; for, although he may possess a strong mind and robust frame, yet, if his moral perception of right and wrong be so blunted and debased as to render him unreliable, he could hardly be ranked as the capable officer, to be intrusted with the lives of his countrymen, and the property and honor of his country.

You will perceive that there are two distinct classes, and that *one* of those classes is subdivided. You are required to report the names of officers who should be, in your judgment, placed on the "reserved list," and then designate those of the "reserved" who, in your opinion, for service rendered and for fidelity in the discharge of duty, should receive full "leave of absence" pay, and those who should merely receive furlough or half "leave of absence" pay.

You are required to advance a step further in your examination and discrimination, and report the names of such officers as you "believe" have become incompetent, "from any cause implying sufficient blame on the part of the officers to justify" your recommending them to "be stricken altogether from the rolls." And on this point I venture to suggest the opinion that an officer is to "blame" if he has become incompetent from neglect of duty, and inattention and indifference to his profession, as well as from dissipation and immoral indulgences.

I fear a misapprehension may exist in the minds of some in regard to the position before the country of officers placed on the reserved list, with full leave of absence pay. It is no degradation. It is rather a high compliment. The pay is liberal, and amply sufficient to the comfortable support of the officer and his family. Indeed, it is the generous act of a government, saying to the meritorious officer, "You have served with fidelity; and now, as you have become incompetent to the severe duties of naval life, you can rest from the labors of your pro-

fession, without care or anxiety as to your support, as we have provided for it." Nor, gentlemen, do I consider that it will be necessarily a degradation, or a mark of governmental displeasure, for an officer to be placed on furlough, which is half leave of absence pay; because he may have become really incompetent to the discharge of his duties, and yet may not have served so long and faithfully, and with such credit, as to entitle him to the highest compensation to the reserved.

According to my conceptions of the spirit of this law, and justice to officers and the government, *the standard of merit and services should be high to entitle an officer to be placed on the reserved list, with full leave of absence pay.*

A question having arisen as to the true interpretation of the proviso to the first section, the opinion of the Attorney General was requested, from which I give you the following extract:

"I think, therefore, that the effect of the proviso is to require the board to be subdivided in the process of its action, and to make three distinct sub-reports, which together shall constitute the general report. That is to say, the entire body will sit together, deliberate and determine, and by proper means authenticate their conclusion as to lieutenants, masters, and passed midshipmen. After that, the lieutenants will have to retire, and the captains and commanders will act in regard to all officers of the rank of commander; when the commanders must retire, and the captains will act as to officers of that rank. All the examinations having thus been made, and the proper judgments reached, in the manner contemplated by the law, the sum total of the opinions will be certified to the Secretary, in such form of authentication as he in his regulations shall see fit to prescribe."

The records and files of this department are at your service, and shall be freely submitted to you to assist in your "examination."

I esteem it but proper to say to you that, notwithstanding every effort to avoid them, both my predecessors and myself may have committed mistakes in issuing orders to officers who, in "the judgment of the board," may not be competent, according to the spirit and meaning of the law. You will not allow such cases, if there be any, to cause you the slightest embarrassment. A calm conciliatory spirit in your deliberations will do much to prevent discord, irritation, and heart-burnings. All that you are expected to do is to contribute your opinion, your judgment, to aid the Executive, under the provisions of this liberal statute, in relieving the service of the inefficient, and thereby "promote the efficiency of the navy." I transmit herewith, for the information of the board, copies of the act under which it is convened.

1. You will, therefore, assemble, deliberate, and determine, after a "careful examination," in pursuance of the law, as to passed midshipmen, masters, and lieutenants, during which deliberation the junior lieutenant will act as the secretary of the board. Whereupon the said secretary will make a record, in the nature of a sub-report, of the "judgment of the board" as to each grade separately, and, after certifying to its correctness, shall deliver the same to the senior officer, who shall attest it. And the lieutenants will then retire, but not consider themselves as detached from duty.

2. After the retirement of the lieutenants, the captains and commanders will assemble, deliberate, and determine, after a "careful examination," in pursuance of the law, as to commanders, during which deliberation the junior commander will act as secretary. Whereupon the said secretary will make a record, in the nature of a sub-report, of the judgment of said captains and commanders as to the grade of commanders, and, after certifying to its correctness, will deliver the same to the senior officer, who shall attest it. And the commanders will then retire, but not consider themselves as detached from duty.

3. After the retirement of the commanders, the captains will assemble, deliberate, and determine, after a "careful examination," in pursuance of the law, as to captains, during which deliberation the junior captain will act as secretary. Whereupon the said secretary will make a record, in the nature of a sub-report, of the judgment of said captains as to the grade of captains, and, after certifying to its correctness, will deliver the same to the senior officer, who shall attest it.

4. When action shall thus have been taken under the regulations prescribed in reference to all the grades enumerated, the senior officer, for and on behalf of the board, shall make a general report to the Secretary of the Navy, embodying the records and sub-reports aforesaid, and the results of their deliberation according to the law under which the board convened.

5. The concurrence of a majority of those entitled to examine and report upon the grade under consideration, shall be necessary to constitute the vote—"the judgment of the board."

6. As the deliberations and proceedings of the board will be incomplete until the approval or disapproval of the President, all information touching the same will be confined exclusively to the board and the Executive department of the government.

I have the honor to be, very respectfully, your obedient servant,  
J. C. DOBBIN.

*Captains* Wm. B. Shubrick,  
Matthew C. Perry,  
Charles S. McCauley,  
C. K. Stribling,  
Abraham Bigelow.

*Commanders* G. J. Pendergrast,  
Franklin Buchanan,  
Samuel F. Du Pont,  
Samuel Barron,  
Andrew H. Foote.

*Lieutenants* John S. Missroon,  
Richard L. Page,  
Sylvanus W. Godon,  
William S. Maury,  
James S. Biddle.

} *Naval Board, Washington, D. C.*

NAVAL EFFICIENCY BOARD,  
*Washington, D. C., June 21, 1855.*

SIR: I am instructed by this board to forward to the department the enclosed resolution, adopted by it this morning.

I have the honor to be, very respectfully, your obedient servant,  
 W. B. SHUBRICK,  
*Senior Officer.*

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

*Resolved,* That the Secretary of the Navy be respectfully requested to cause the board to be furnished with the names of the captains, commanders, lieutenants, masters, and passed midshipmen, who, from the records of the department, appear to be unable to perform "promptly and efficiently all their duty both ashore and afloat," and, as far as practicable, the cause or causes of such disability, whether from wounds or injuries received in the public service, or from other causes; stating in each case the precise nature of the disability, and in the cases of wounds or injuries received in the public service, the time and place when received; and any other information in possession of the department which, in its opinion, would aid the board in the execution of its duties.

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NAVY DEPARTMENT, *June 22, 1855.*

SIR: In pursuance of the resolution of the board of yesterday, I have concluded to adopt the only course that seems practicable on my part. Of course, I do not understand the board as desiring *my opinion* or *my judgment* that the records prove certain officers to be "incapable" under the law. It merely, I apprehend, desires the information which the records may afford, to enable *it* to form its opinion from them, so far as they have weight. I have, therefore, directed the register to appear before the board with the records, to aid and facilitate its investigation. The register will at any time furnish the board any particular record or file of papers which may be designated. \* \* \* \*

In pursuance of the request in the latter part of the resolution, I have only to say that I will cheerfully, from time to time, communicate such information as, in my opinion, would aid the board in the execution of its duties.

I am, respectfully, your obedient servant,

J. C. DOBBIN.

Com. WM. B. SHUBRICK,  
*Senior Officer of the Board, &c.*

NAVY DEPARTMENT, *July 9, 1855.*

SIR: Previous to my departure from the city, for a temporary absence, I have thought you might possibly finish your labors, perhaps, a few days before my return, and that I would anticipate that event by sending you at once an additional regulation, touching merely a matter of form. The board will not be *dissolved* until the final action of the Executive. The regulation is transmitted herewith.

I am, respectfully, your obedient servant,

J. C. DOBBIN.

Com. Wm. B. SHUBRICK,

*Senior Member of Naval Board, Washington, D. C.*

## REGULATION.

When the board shall have concluded their deliberations, and formed a "judgment" in accordance with the law and the "regulations" heretofore prescribed, the senior officer will cause the entire report in reference to the respective grades to be read over in the presence of the whole board, and thereupon, after he has signed the same, in pursuance of the *previous* regulations, shall carefully seal it up, and forward it to the Secretary of the Navy, with a communication informing him thereof.

J. C. DOBBIN.

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WASHINGTON CITY, *July 26, 1855.*

SIR: The board of officers convened in this city under the orders of the department, "with a view to carry into execution an act approved February 28, 1855, entitled 'An act to promote the efficiency of the navy,'" assembled on the 20th ultimo.

The board met daily, (the intervening Sundays and the 4th of July excepted;) and after a careful examination and deliberation as required by the law, and by your instructions, has concurred in the reports which accompany this, and which are submitted as the "judgment of the board," as to the respective grades.

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

W. B. SHUBRICK,

*Senior Officer.*

Hon. J. C. DOBBIN,

*Secretary of the Navy, Washington.*

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The judgment of the board convened under an act of Congress, approved February 28, 1855, is, that the following named captains shall be removed from the active list, and "reserved on leave pay," viz:

Charles Stewart.  
Stephen Cassin.

William D. Salter.  
John Percival.

George C. Read.  
 Thomas Ap Catesby Jones.  
 David Conner.  
 John D. Sloat.  
 Charles W. Skinner.  
 Joseph Smith.  
 David Geisinger.

William V. Taylor.  
 Charles Boarman.  
 William Jamesson.  
 Henry W. Ogden.  
 Hugh N. Page.  
 Stephen Champlin.

That the following named captains shall be removed from the active list, and "reserved on furlough pay," viz:

Jesse Wilkinson.  
 Foxhall A. Parker.  
 Philip F. Voorhees.  
 Thomas M. Newell.  
 Thomas Paine.  
 Joseph Smoot.  
 Benjamin Page.  
 William K. Latimer.

Charles Gauntt.  
 Henry Henry.  
 John H. Graham.  
 William Inman.  
 Lewis E. Simonds.  
 Harrison H. Cocke.  
 Horace B. Sawyer.

That the following named captains shall be "dropped from the navy," viz:

John P. Zantzing.  
 Uriah P. Levy.

William Kamsay.

The above is a true record of the judgment of the board.

A. BIGELOW,  
*Junior Captain and Secretary.*

Examined and found to be correct.

W. B. SHUBRICK,  
*Senior and Presiding Officer.*

The judgment of the board convened under the act of Congress, approved February 28, 1855, is, that the following named commanders shall be "reserved on leave pay," viz:

John J. Young.  
 Joseph R. Jarvis.  
 Wm. M. Armstrong.  
 Wm. F. Shields.  
 Edward W. Carpenter.  
 John L. Saunders.  
 John S. Paine.  
 James Glynn.  
 Joseph Myers.  
 Robert Ritchie.  
 Elisha Peck.

Timothy G. Benham.  
 Oscar Bullus.  
 Cadwalader Ringgold.  
 T. Darrah Shaw.  
 Robert D. Thorburn.  
 Samuel Lockwood.  
 Lloyd B. Newell.  
 John Manning.  
 John Calhoun.  
 Amasa Paine.



That the following named commanders shall be "reserved on furlough pay," viz:

Charles T. Platt.	William Green.
Thomas R. Gedney.	Charles H. Jackson.
Henry Bruce.	George Adams.
John S. Nicholas.	Isaac S. Sterett.
Thomas J. Manning.	Frederick A. Neville.
Andrew K. Long.	Murray Mason.

That the following named commanders shall be "dropped from the navy," viz:

Frederick Varnum.	John S. Chauncey.
Samuel W. LeCompte.	Zach. F. Johnston.
Thos. Pettigru.	Wm. S. Ogden.

The above is a true record of the judgment of the board.

ANDREW H. FOOTE,  
*Junior Commander and Secretary*

Examined and found to be correct.

W. B. SHUBRICK,  
*Senior and Presiding Officer.*

JULY 25, 1855.

In the judgment of the board convened under the act of Congress, approved February 28, 1855, the following "*lieutenants*" should be "*reserved on leave pay*:"

Jonathan W. Swift.	Stephen Decatur.
Jonathan D. Ferris.	John Mooney.
Matthew F. Maury.	William D. Hurst.
James S. Palmer.	Richard L. Love.
George Hurst.	William Reynolds.
James F. Miller.	James B. Lewis.
Henry Darcantel.	John Hall.
George M. White.	Francis Lowry.
George L. Selden.	Me'ncton B. Woolsey.

The following "*lieutenants*" should be "*reserved on furlough pay*:"

Frank Ellery.	E. C. Bowers.
James M. Watson.	Dominick Lynch.
Junius J. Boyle.	Horace N. Harrison.
William E. Hunt.	Charles Thomas.
Peter Turner.	Augustus S. Baldwin.
William D. Porter.	William B. Whiting.
Gabriel G. Williamson.	Charles Hunter.
John C. Carter.	Samuel R. Knox.
Simon B. Bissell.	Lewis C. Sartori.

John J. Glasson.  
 Henry A. Steele.  
 Robert Handy.  
 A. H. Kilty.  
 William Chandler.  
 James M. Gilliss.  
 Alexander Gibson.  
 Bushrod W. Hunter.  
 George R. Gray.  
 Bernard J. Moeller.  
 Henry Walke.  
 John P. Parker.  
 Montgomery Lewis.  
 Albert A. Holcomb.  
 Richard Forrest.  
 Henry C. Flagg.

Fabius Stanly.  
 John N. Maffitt.  
 James A. Doyle.  
 Mathias C. Marin.  
 Alexander Murray.  
 Robert B. Riell.  
 Matthew C. Perry.  
 V. R. Morgan.  
 Henry Rolando.  
 John S. Taylor.  
 Foxhall A. Parker.  
 John F. Abbott.  
 William B. Fitzgerald.  
 Maurice Simons.  
 Robert M. McArann.

The following "*lieutenants*" should be "*dropped from the navy:*"

Wm. A. C. Farragut.  
 Hillary H. Rhodes.  
 Lawrence Pennington.  
 William H. Noland.  
 James Noble.  
 J. T. McDonough.  
 Richard W. Meade.  
 John L. Ring.  
 Daniel F. Dulany.  
 J. J. B. Walbach.

L. B. Avery.  
 Thomas Brownell.  
 Washington A. Bartlett.  
 A. Davis Harrell.  
 S. Chase Barney.  
 Thomas H. Stevens.  
 Israel C. Wait.  
 Abner Read.  
 Alexander C. Rhind.

The following "*master in line of promotion*" should be "*reserved on leave pay:*"

William W. Low.

The following "*masters in line of promotion*" should be "*dropped from the navy:*"

Julius S. Bohrer.  
 John Walcutt.  
 John Madigan, jr.  
 George A. Stevens.  
 Peter Wager, jr.

John P. Hall.  
 David Ochiltree.  
 Augustus McLaughlin.  
 Francis G. Clarke.

The following "*passed midshipmen*" should be "*reserved on furlough pay:*"

Samuel Pearce.

Edward C. Grafton.

The following "*passed midshipmen*" should be "*dropped from the navy:*"

J. Howard March.  
 James S. Thornton.

Wm. R. Mercer.  
 Charles Gray.

Edward A. Selden.  
Nathaniel T. West.  
Allen T. Byrens.  
Edmund Shepherd.

George S. King.  
Joseph A. Seawell.  
Charles B. Smith.  
James Bruce.

The following "*masters*" should be "*reserved on leave pay:*"

Augustus  
Robert K.  
William Vaughan.  
Francis Mallaby.  
James Ferguson.  
John Robinson.  
John Quin.

Frederick W. Moores.  
H. A. F. Young.  
Charles V. Morris.  
William N. Brady.  
Samuel C. Reid.  
John Pearson.  
Edmund F. Olmstead.

The following "*masters*" should be "*reserved on furlough pay:*"

A. Cunningham.  
Michael Clear.

R. Clarendon Jones.

The above is a true record of the judgment of the board.

JAMES S. BIDDLE,  
*Junior Member and Secretary.*

Examined and found to be correct.

W. B. SHUBRICK,  
*Senior and Presiding Officer.*

JULY 25, 1855.

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NAVY DEPARTMENT, *July 26, 1855.*

SIR: I have the honor to acknowledge the receipt of your communication of this date, informing the department that the board of officers, convened in the city under its order, "with a view to carry into execution an act to promote the efficiency of the navy," has, after a careful examination and deliberation, as required by law and the instructions of the department, concurred in the reports, and submitted them as the "judgment of the board," as to the respective grades.

The Secretary of the Navy directed me, when this had been done, to inform you that the board could take a recess, until further directions from the department. The board will, therefore, not be dissolved, but the members will be permitted to return to their respective residences, holding themselves in readiness to reassemble when ordered by the department.

I am, respectfully, your obedient servant,

CHAS. W. WELSH,  
*Acting Secretary of the Navy.*

Com. WM. B. SHUBRICK,  
*Senior Member Naval Efficiency Board, Washington, D. C.*

NAVY DEPARTMENT, *September 5, 1855.*

SIR: By the provisions of the "Act to promote the efficiency of the navy," approved February 28, 1855, it became the duty of the board of naval officers assembled in pursuance thereof to report to the Secretary of the Navy the result of their proceedings.

The order notifying them of their appointment was issued June 5, 1855; they assembled on the 20th of June, and concluded their labors on the 26th of July last. Their report to the Secretary, in accordance with the requirements of the law and the regulations prescribed, having been made, is herewith submitted to you, for your approval or disapproval.

You have, however, informed me that you desire my views on this important and delicate subject, and I shall, therefore, present them as briefly as possible, with much deference, yet with frankness.

You will, no doubt, recollect that, in my two annual reports, I urged the importance of some measure of reform, by which inefficient officers could be relieved, and the efficient be promoted; and suggested the interposition of a board of naval officers, with a view to reaching more surely a correct and just result.

The great end sought to be attained by Congress was, "to promote the efficiency of the navy," by removing from the "active service list" all officers found incompetent to do their whole duty efficiently and promptly, both ashore and afloat, and by *dropping* entirely from the rolls such as are to blame themselves for their incompetency. Some *mode*, then, was to be adopted, and some *persons* selected to "examine" and make a "finding" of not only the incompetent, but also of those who had become so from causes for which they were to "blame." The law on this point speaks plainly and distinctly. It does not impose this task upon, or intrust this delicate duty to, the Secretary of the Navy, or even the President. It does, however, provide that the *persons* who are to perform this work shall be fifteen "naval officers," to consist of five captains, five commanders, and five lieutenants, ordered by the President. After thus selecting the *persons* who are to execute this work, it then provides *how* it is to be done. This board of fifteen naval officers "*shall make a careful examination into the efficiency of the officers of the grades*" specified. After this "careful examination," what does the law next require? Its terms are again plain. They "shall report to the Secretary of the Navy"—not an argument to sustain their conclusions—not the facts, the evidence, nor the copies of records by which they formed their judgment—but simply "*the names and rank* of all officers of the said grades who, in the judgment of said board, shall be incapable," &c., &c., and recommend those "to be stricken altogether from the rolls," whenever *said board* shall *believe* their incompetency has arisen from causes implying sufficient blame.

It may not be uninteresting to call your attention to the fact that this mode of proceeding is by no means novel; and on occasions when Congress directed the reduction of the army, by which many officers were necessarily dropped from the service, the delicate task was performed in a somewhat similar manner by the President appointing a

board, who, after examination, reported the *names* of such as in their opinion should be retained, without assigning any reasons or facts which caused them to prefer some and exclude others. I have before me the report of the board on the reduction of the army under the act of 1815. They report names, and give merely the result of their examination, without facts or reasons, and their report was adopted by the President.

This "finding"—this "judgment" of the board—is not, however, permitted to go into execution without the sanction of the President, who is very wisely authorized to disapprove of the action; by which means a safeguard is provided to protect the public service from any flagrant abuse of power.

At your suggestion I have examined carefully their report.

The peculiar fitness of the officers selected for this delicate and arduous duty has been conceded with remarkable unanimity by both officers and citizens. They were in session many weeks; they applied for and had possession of the records of the department; there were among them men of age and experience, whose achievements form a part of the history of the country, and young men of pride, intelligence, observation, and exalted character.

And while I should be uncandid were I to say that I should have formed the same judgment and the same classification in regard to each individual precisely as they have done, without a single variation, yet so clear is my conviction, from my own official knowledge, of the correctness of their opinion in a large number of the cases, and such is my deference to the judgment of the board and their superior knowledge of what renders an officer inefficient, and what constitutes real efficiency, that I cannot withhold from their report my approval, nor advise you to do so unless your better judgment shall make suggestions which may have escaped me. I have reflected much, sir, on this important proceeding, under a proper appreciation of the trying task devolved on the board, and with feelings far from indifference or insensibility to the inconvenience and pain to which many may be subjected.

I transmit herewith a copy of the regulations prescribed by the department for the board under the law.

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

J. C. DOBBIN.

To the PRESIDENT.

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EXECUTIVE OFFICE,  
Washington, September 12, 1855.

SIR: Having carefully examined and deliberately considered the report of the board of officers convened under the "Act to promote the efficiency of the navy," approved February 28, 1855, and also your communication of the 5th instant, I hereby express my approval of the

“finding” of the board as set forth in their report. Proper orders will accordingly be issued in pursuance of the provisions of the law.

FRANKLIN PIERCE.

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

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C.

NAVY DEPARTMENT, *May 25, 1855.*

SIR: A resolution of Congress, approved February 3, 1855, authorizes the Secretary of the Navy “to provide and despatch a suitable naval or other steamer, and, if necessary, a tender, to the Arctic seas, for the purpose of rescuing or affording relief to Passed Assistant Surgeon E. K. Kane, of the United States Navy, and the officers and men under his command.”

The barque *Release* and steamer *Arctic* having been procured and especially fitted and equipped for this service, under your supervision and inspection, with full rations and extra provisions for two years, and clothing peculiarly adapted for the climate of the Arctic regions, and such officers and men detailed as the department, as well as yourself, considered necessary and sufficient, and the command of the expedition having been already assigned to you, you will, so soon as the above-named vessels are in all respects ready for sea, proceed with them, by all means as early as the 1st of June, in the prosecution of the object of the resolution of Congress, economising as much as possible in the use of coal.

It is understood from reliable sources that you can renew your supply of coal at *Waygat* island, at which point it would seem to be advisable that you should touch, unless unforeseen circumstances admonish you to do otherwise, or some more practicable point should be ascertained by you. I will endeavor to procure and forward to you letters of introduction from the representative of Denmark to the governor of the Danish settlements, at which it may be useful and prudent that you should touch, for the purpose of making inquiry and procuring information.

Doctor Kane sailed from New York in the *Advance* early in June, 1853, since which time the department has received no information from him. It is believed, however, that intelligence was received of him at *Upernavik* in July, 1853, by his father, Judge Kane, of Philadelphia. The expedition was then going north; and this is the last that has been heard from it. The department, however, learns, and deems it proper to put you in possession of the information, that it was the intention of Doctor Kane, after leaving *Upernavik*, on his way up to make a depot of provisions, and erect a beacon, &c., at *Cape Alexander*, the east cape of *Smith's sound*, or at *Cape Isabella*—most probably the former. The department further learns that it was then the intention of Doctor Kane to pass up *Smith's sound* and proceed west,

and in case it was necessary for him to abandon his vessel, he would make for Beechy island.

Should you fall in with any of Franklin's party, your own humane feelings will suggest the propriety of extending to them all the relief in your power.

Before sailing, you will acquaint Lieutenant C. C. Simms, who has been ordered to command the Arctic, and whom, of course, you will consider as your second in command, fully with all your plans and intentions, and appoint places of rendezvous, so that, in case the two vessels of the expedition may at any time become separated, each may know where to look for the other.

You will seize any opportunity that may offer of communicating with the department, informing it of your progress and your future movements; and you will also take particular care to avail yourself of every occasion for leaving, as you proceed, records and signs to tell of your condition and intentions. For this purpose you will erect flag-staffs, make piles of stones or other marks, in conspicuous places, burying a bottle at the base containing your letters. Should the two vessels be separated, you will direct Lieutenant Simms to do likewise.

The department has every confidence in your judgment, and relies implicitly upon your sound discretion. You are aware of the generous considerations which prompted Congress to authorize this mission of humanity. I have determined to trust you with its execution, *untrammelled by stringent directions which might embarrass you, and conflict with the suggestions of circumstances and developments of the future.* Judge Kane, the father of the Doctor, is in possession of much important information left by his son, to be used in the event of a search for him. This will aid you much. I would suggest, however, that you should, unless constrained by strong hopes of future success, avoid passing a winter in the Arctic regions; and on no account uselessly hazard the safety of the vessels under your command, or, what is of more importance, unnecessarily expose to danger the officers and men committed to your charge. Your attention is also especially directed to the care and preservation of their health, for which hygienics have been abundantly furnished.

I transmit herewith, for your information and guidance, a copy of the instructions to Dr. Kane, dated November 27, 1852; as also copies of a series of letters from Sir Edward Parry, Sir Francis Beaufort, and other Arctic authorities, written by command of the British Admiralty, and kindly furnished to Dr. Kane, with the object of advancing the interests of the expedition, to which he had been assigned by the department.

Sincerely trusting that you may be enabled to carry out successfully the objects of the expedition under your command, and that a Divine Providence will protect you in the hazardous enterprise for which you and your companions have so nobly volunteered,

I am, respectfully, your obedient servant,

J. C. DOBBIN.

Lieut. HENRY J. HARTSTONE,

*U. S. Navy, Commanding Expedition for Relief  
of Dr. Kane and Companions, New York.*

UNITED STATES BARQUE RELEASE,  
*Lievely, Isle of Disco, Greenland, July 9, 1855.*

SIR: I have the honor to inform you of the arrival of the Arctic expedition here on the 5th instant, after a most boisterous passage, during most of which we were enveloped in dense fogs, and were much retarded by towing the Arctic nearly to the southern point of Greenland, where it was deemed advisable to separate, that this vessel might hasten on to make some necessary arrangements; but, much to my agreeable surprise, by good management and favorable winds, our consort came in a few hours after us, having used steam but for a short time.

The first iceberg was seen in latitude  $51^{\circ} 30'$  north, longitude  $51^{\circ} 40'$  west; and about sixty miles further north we found thick extreme ridges of "sailing ice," so heavy as to make it necessary to avoid them, which we successfully managed during daylight; but after dark, while going under all sail six knots, we ran suddenly into one of them, bringing us up all standing, and caused our consort towing astern to foul us, without, however, doing any material damage. Pressing on, we bored through, and had but fairly relieved ourselves, when we encountered a heavy blow, with much sea and ice in all directions, requiring incessant care and manœuvring to prevent being thrown against, to the inevitable destruction of the vessels; since then, we have had bergs daily in sight. The numbers increased as we advanced north to this place, off where there are now several hundred, stalking quietly and majestically.

The accounts of the extreme severity of the present winter have induced me to remain here a few days to have a quantity of fur clothing prepared, to enable us to winter, as we shall probably be compelled to do, with more safety in the Arctic ice. Through the many facilities offered, and the obliging kindness of Mr. Olrik, the government agent, we have succeeded in effecting all, and are now ready and will leave this day for the Waigat strait, to take as much coal as possible, and proceed north to Cape Alexander, touching off Upernavik for information.

Our records and communications, at the different points touched at after entering the ice barrier, will be deposited in bottles buried within twelve feet, north by compass, of cairns erected on the most conspicuous and accessible points.

To avoid further risk of human life in a search so extremely hazardous, I would suggest the impropriety of making any efforts to relieve us if we should not return, feeling confident that we shall be able to accomplish all necessary for our own release under the most extraordinary circumstances.

In conclusion, it affords me much pleasure to state, that we are all well and in full spirits.

Very respectfully, &c., your obedient servant,

H. J. HARTSTENE,  
*Lieutenant Commanding Arctic Expedition.*

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



UNITED STATES BARQUE RELEASE,  
*Off Upernavik, July 16, 1855.*

SIR: Herewith enclosed is a duplicate of my last communication, left at Lively, to be sent to its destination by the first opportunity.

On the 10th, in company with the Arctic, we started from the latter place for the coal district in Waigat strait, but on arriving off the supposed position of it the weather became so boisterous and thick, that, after several times narrowly escaping running on shore by shaving the coast too close, I reluctantly abandoned the idea of losing time here on an uncertainty, and made immediately for this port, where we have just arrived. While becalmed off Hare isl, at the northwest entrance of the Waigat strait, I succeeded in obtaining there about nine tons of inferior coal, which, however, will answer very well for cooking purposes.

On our passage up we fell in with two English whalers who had been up as far as Horsehead isle, and after ineffectual efforts to enter Melville bay, had given it up, and were on their way to try the western coast; they represented the last winter as having been very severe, and the ice now unusually close, and think we shall not be able to enter for several weeks.

I shall remain here but a few hours to obtain some furs, and by tomorrow morning will be at the ice-barrier, as we have a strong favorable wind.

There is no news of the missing party; we are all well.

Very respectfully, your obedient servant,

H. J. HARTSTENE,  
*Lieutenant Commanding Arctic Expedition.*

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

UNITED STATES BARQUE RELEASE, BAFFIN'S BAY,  
*Lat. 69° 39' N., long. 63° 30' W., September 8, 1855.*

SIR: We have suddenly and unexpectedly fallen in with an English whaler, which necessitates me to draw up, rather hastily, an account of our efforts since my last communication of the 16th of July, from Upernavik, on the afternoon of which date both vessels stood to the northward, and in a few hours met the ice drifting down in an extended floe, but so loose as to permit of our working along under sail some forty miles to Wedge island, where its compactness obliged us to moor to bergs, and await several days, when, suddenly and without any apparent cause but the remarkably mysterious currents, it disappeared, and left us open water, through which we steamed uninterruptedly to Sugar-Loaf island, and entered the closely packed floe of Melville bay, through which, by strenuous and untiring efforts, and being so fortunate as never to have entered a false lead, or to have lost any by drifts, we forced a passage into the north water on the morning

of the 13th August, twenty-eight days after our entrance of the barrier. With our invaluable little "Arctic" ahead, we passed within good view of the coast from Cape York to Wostenholme island, when I deemed it advisable, and hastened on in the steamer (leaving this vessel in charge of Lieutenant Simms, to follow with all despatch) to Cape Alexander, which, with Sutherland island near to, both most conspicuous points beyond the reach of Esquimaux, were thoroughly examined, but not the slightest evidence was found to indicate that they had ever before been trodden by civilized men. Much chagrined and disappointed, I deposited a record of our visit, and further instructions for the "Release," then rounded the cape with a strong head wind, and ice extending in a compact mass to the western shore, and as far north as could be seen, leaving, however, a narrow lead so near the land as to allow us to discern the smallest objects; we passed on, but nought was seen until we reached the most northwestern point in sight, which we supposed to be Cape Hatherton, but was afterwards proved to be Pelham Point, where a few stones were observed together. A party with Acting Master Lovell and Dr. Kane, of the steamer, landed immediately, and found beneath this carelessly erected mark a small vial, with the letter K cut in the cork, containing a large mosquito, with a small piece of cartridge-paper for one of Sharp's rifles, prepared in Philadelphia, the ball of which was lying by it; on this was written, apparently with the point of the ball, "Dr. Kane, 1853." This was extremely perplexing, but assured us of his having been there, and I determined to push on as far north as possible; but, on rounding this point, which was found to be in latitude  $78^{\circ} 32'$  north—further, it is believed, than any one before had ever reached on this side—we were opposed by a solid, hummocky field of very heavy ice, to which no limit was visible, interspersed with many bergs, all drifting to the southward. Under sail, we dropped with it, anxiously watching for an opening, examining Cape Hatherton and Littleton island in our retrograde, without any success, though Dr. Kane, in his last letter to his brother, which I have adopted as my guide, emphatically says, "On Cape Alexander or Cape Hatherton I will deposite my boat and erect a 'cairn.'" We finally took refuge under a projecting point, some fifteen miles northwest of Cape Alexander, when we were startled by the hail of human voices. A party, including myself and the surgeon of the "Arctic," brother of Dr. Kane, started off forthwith, exultingly with light hearts, confident that they were of the missing party; but after a long and anxious pull, we were met by two Esquimaux, who appeared very anxious to go off to the brig; but on being refused, they significantly pointed up a deep, most beautiful, and finely sheltered bay, inducing us to think that there was there a settlement; and as we should lose no time, I assented, and well were we compensated for our trouble, for, after reaching the bottom of it, some three miles distant, we landed, and soon reached a settlement of some thirty of them, in seven tents, all covered with canvass. We now discovered many other articles, such as tin pans and pots, pemmican, wheat-bread, preserved-meat cans, a knife and fork, bake-pan for a vessel's galley, various

spools of thread, several Guernsey frocks, and a cotton shirt, with the initials "H. B.," marked with red thread, which was supposed to have been undoubtedly the property of the boatswain of the "Advance," whose wife was a Mahonese, and the marking was evidently her handiwork; there were also broken oars and pieces of slats; and finally we found the tube of a telescope, which was recognised as having belonged to Dr. Kane. A close examination of the most intelligent of them at three separate periods, by myself, Mr. Lovell, and Dr. Kane's brother, aided by an Esquimaux vocabulary, and representations in drawing of vessels, persons, and boats, put us in possession of what I believe to be the fact, viz: that Dr. Kane, (whose name the natives pronounced very distinctly, and described most unmistakably his appearance,) having lost his vessel in the ice somewhere to the north of this, had been here with Carl Peterson (his interpreter) and seventeen others, in two boats and a sled, and after remaining ten days they went south, to Upernavik. With all these evidences I deemed it my duty to return south, touching again at Cape Alexander and Sutherland island, and joining the barque, towed her to Hakbeyt island to water ship and examine for relics. In the mean time the south side of Northumberland island was passed and repassed by the "Arctic," she returning; and with the barque we stood over to the entrance of Lancaster sound, and thinking possibly he may have gone to Beechy island, I left the barque to examine the coast between Capes Horsburg and Warrender, and in the "Arctic" attempted to reach the island; but after passing Cape Bullin found the field-ice firmly packed, which we coursed from shore to shore without any opening to induce a further attempt. In the mean time we became firmly beset; and the weather becoming thick, with snow, led me to suppose for a time that we were in our winter quarters; but by dint of steam and a powerful bow we succeeded, after twenty-four hours' heavy battering, in relieving ourselves. Returning off the cruising ground of our consort, and not seeing her, I ran north as far as Cape Combermere, where we were again opposed by a solid barrier of the firmest ice; thus having made nearly the whole circuit of the northern part of Baffin's bay, with the exception of a deep indentation between Capes Combermere and Isabella, which, from its ice-bound and cheerless appearance, forbade the idea of any one having attempted to land on its shores. We then returned, and in company visited and examined Possession and Pond's bays, firing guns, burning blue lights, and throwing up rockets; but here again we were disappointed, and I unhesitatingly deemed it my duty to proceed forthwith to Upernavik, feeling confident that the party had gone there through Melville bay—no uncommon undertaking, as the crews of many whalers lost in the ice had done so before. Therefore, on the morning of the 31st of August we again pushed on for the ice barrier, which [we passed,] after many difficulties and narrow escapes, in one of which the vessel was, in a snow-storm, brought in collision with an iceberg, against whose sides she was thrown most ruthlessly for several hours, to our apparent inevitable destruction, but from which she was finally released with slight damages to her starboard upper-works.

In conclusion, I would add we are all well; and should we not meet

with the missing party at Upernavik, shall again proceed north and winter in the ice.

Very respectfully, your obedient servant,

H. J. HARTSTENE,

*Lieutenant Commanding Arctic Expedition.*

Hon. J. C. DOBBIN,

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

UNITED STATES BARQUE RELEASE,

*New York, October 11, 1855.*

SIR: I have the honor to report the arrival here, this day, of the Arctic expedition, with Doctor Kane and his associates, who were received on board at Lively, where they had arrived several days previous, having deserted their brig in Smith's sound, about thirty miles to the northward and eastward of the farthest point reached by us, and, by unprecedented energy and determination, made their way down in boats and sledges.

In five days after my last communication to the department, (a copy of which, as well as of all others since leaving, are herewith enclosed,) we succeeded in "boring" a passage through the middle "pack" of Baffin's bay, and in reaching Lively, where we were detained until the 18th ultimo, coaling, watering, and preparing to receive our increased numbers. Sailing on that day in company with the "Arctic," we have, without any incident worthy of note, returned all in health.

No traces whatever of Sir John Franklin or his party were discovered.

Our vessels have both proved themselves all that could have been desired, particularly the "Arctic," she having, in addition to her steam motive-power, the qualities of a good, weatherly, moderate sailing-vessel. They have been pretty severely nipped and chafed by the ice, but are generally in good condition.

I enclose a list of the officers, men, and crews of the "Release" and "Arctic," as well as of Doctor Kane's party.

As the crews of both vessels were shipped with the understanding that they were to be discharged on the return of the expedition to the United States, I respectfully request authority from the department to pay them off.

I am, very respectfully, your obedient servant,

H. J. HARTSTENE,

*Lieutenant Commanding Arctic Expedition.*

Hon. J. C. DOBBIN,

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

*List of the officers and crew of the United States barque Release.*

H. J. Hartstene, lieutenant commanding.  
 James Laws, acting assistant surgeon.  
 Wm. S. Lovell, acting master.  
 Jos. P. Fyffe, passed midshipman.  
 Van R. Hall, boatswain.  
 Charles Sever, captain's clerk.  
 Thomas Franklyn, purser's steward.  
 Richard M. Clarke, surgeon's steward.  
 Robert Bruce, boatswain's mate.  
 William Smith, do.  
 David Batey, captain of foretop.  
 Charles Johnson, captain of maintop.  
 George Devys, gunner's mate.  
 Thomas Ford, do.  
 William Phinney, quartermaster.  
 Joseph Morris, do.  
 Benjamin Moore, sailmaker's mate.  
 Charles Williams, carpenter's mate.  
 Francis Taylor, captain of hold.  
 William Henry, ship's cook.  
 Louis Lawrence, seaman.  
 Andrew Lawson, do.  
 Byron Potter, do.  
 John Haley, do.  
 John Smith, do.  
 George Bidwold, do.

*Passengers.*

Passed Assistant Surgeon E. K. Kane, United States Navy.  
 John W. Wilson, }  
 Amos Bonsall, }  
 J. I. Hayes, }  
 Augustus Sontag, }  
 Henry Goodfellow, } Belonging to Doctor Kane's party.  
 William Morton, }  
 Geo. Stephenson, }  
 Thomas Hickey, }

*List of the officers and crew of the United States steam brig Arctic.*

Charles C. Simms, lieutenant commanding.  
 John K. Kane, acting assistant surgeon.  
 Watson Smith, acting master.  
 Harman Newell, 1st assistant engineer.

William Johnston, acting 3d assistant engineer.  
 John Van Dyke, purser's steward.  
 Abraham W. Kendell, surgeon's steward.  
 Samuel Whiting, acting boatswain.  
 William Richardson, acting carpenter.  
 William Carey, boatswain's mate.  
 John Binn, do.  
 William Grover, quartermaster.  
 Walter Wilkinson, do.  
 Richard Hartley, captain of hold.  
 Joseph Brown, ship's cook.  
 John Fox, 2d class fireman.  
 John Gilbert, do.  
 George Tyler, do.  
 John Thompson, seaman.  
 John Brown, do.  
 George Price, do.  
 James Botsford, do.

*Passengers belonging to Doctor Kane's party.*

Boatswain Henry Brooks, U. S. Navy.  
 James McGary.  
 George Riley.  
 William Godfrey.  
 Charles Blake.  
 George Whittle.

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

SIR: The expedition to which I was assigned by orders from the department under date of the 27th of November, 1852, left New York in the brig Advance, 120 tons burden, on the 30th of May following. Our company consisted of eighteen persons in all; of whom ten were regularly attached to the naval service, the others being engaged by private liberality.

Our destination was to the highest penetrable point of Baffin's bay, from which, according to instructions from the department, we were to attempt a search for the missing vessels of Sir John Franklin. This region was then entirely unexplored, and it was selected on that account.

The copies which I annex of my letters heretofore addressed to the department, indicate my course up to the time of leaving Upernavik, in latitude 72° 47' north. It will be seen from them that I engaged at that point an Esquimaux hunter and an interpreter, deeming their

aid essential to the success of our expedition. I had also purchased supplies of fresh meat and fish, which were carefully dried and set aside to meet emergencies.

On reaching Melville bay I found the shore ices so decayed that I did not deem it advisable to attempt the usual passage along the fast floes of the land; but stood directly to the northward and westward, as indicated by my log, until I met the Middle Pack. Here we headed nearly direct for Cape York, and succeeded in crossing the bay without injury in ten days after first encountering the ice. On the 7th of August we reached the headland of Sir Thomas Smith's sound, and passed the highest point attained by our predecessor, Captain Inglefield, R. N.

So far our observations accorded completely with the experience of this gallant officer in the summer of 1852. A fresh breeze, with a swell, setting in from the southward and westward; marks upon the rocks, indicating regular tides; no ice visible from aloft, and all the signs of continuous open water.

As we advanced, however, a belt of heavy stream ice was seen, an evident precursor of drift; and a little afterwards, it became evident that the channel to the northward was obstructed by a drifting pack.

We were still too far to the south to carry out the views I had formed of our purposed search, and it became my duty, therefore, to attempt the penetration of this ice. Before doing this, I selected an appropriate inlet for a provision depot, and buried there a supply of beef, pork and bread; at the same place we deposited our Francis's life-boat, covering it carefully with wet sand, and overlaying the frozen mass with stones and moss. We afterwards found that the Esquimaux had hunted around this inlet, but the *cache*, which we had thus secured as our own resort in case of emergency, escaped detection.

No one having yet visited this coast, I landed on the most prominent western headland of a group of small islands, the Littleton islands of Inglefield, and erected there a flag-staff and beacon; near this beacon, according to preconcerted arrangement, we deposited official despatches, and our private letters of farewell.

My first design in entering the pack was to force a passage to the north, but after reaching latitude  $78^{\circ} 45'$  we found the ice hugging the American shore, and extending in a drifting mass completely across the channel. This ice gradually bore down upon us, and we were forced to seek the comparatively open spaces of the Greenland coast. Still we should have inevitably been beset, and swept to the south, but for a small land-locked bay under whose cliffs we found a temporary asylum. We named it Refuge Inlet; it carries fifty fathoms of water within a biscuit-toss of its northern headland, and but for a glacier which occupies its inner curve, would prove an eligible winter harbor.

We were detained in this helpless situation three valuable days, the pack outside hardly admitting the passage of a boat. But on the 13th, fearing lest the rapidly advancing cold might prevent our penetrating further, we warped out into the drift, and fastened to a grounded berg.

That the department may correctly apprehend our subsequent move-

ments, it is necessary to describe some features peculiar to our position. The coast trended to the NNE. It was metamorphic in structure, rising in abrupt precipitous cliffs of basaltic greenstone from 800 to 1,200 feet in perpendicular height. The shore at the base of this wall was invested by a permanent belt of ice, measuring from three to forty yards in width, with a mean summer thickness of 18 feet. The ice clung to the rocks with extreme tenacity; and, unlike similar formations to the south, it had resisted the thawing influences of summer. The tidal currents had worn its seaward face into a gnarled mural escarpment, against which the floes broke with splendid displays of force, but it still preserved an upper surface comparatively level, and adapted as a sort of highway for further travel. The drifting ice or pack outside of it was utterly impenetrable; many bergs recently discharged were driving backward and forward with the tides; and thus pressing upon the ice of the floes, had raised up hills 60 to 70 feet high. The mean rise and fall of the tide was twelve feet, and its rate of motion two and a half knots an hour.

In this state of things, having no alternative but either to advance or to discontinue the search, I determined to take advantage of a small interspace which occurred at certain stages of the tide between the main pack and the coast, and, if possible, press through it. I was confirmed in this purpose by my knowledge of the extreme strength of the Advance, and my confidence in the spirit and fidelity of my comrades. The effort occupied us until the 1st September. It was attended by the usual dangers of ice penetration. We were on our beam-ends whenever the receding tides left us in deficient soundings; and on two of such occasions, it was impossible to secure our stoves so as to prevent the brig from taking fire. We reached latitude  $78^{\circ} 43'$  on the 29th August, having lost a part of our starboard bulwarks, a quarter-boat, our jib-boom, our best bower anchor, and about 600 fathoms of hawser; but with our brig in all essentials uninjured.

We were now retarded by the rapid advance of winter; the young ice was forming with such rapidity, that it became evident that we must soon be frozen in. At this juncture, my officers addressed to me written opinions in favor of a return to a more southern harbor; but as such a step would have cost us our dearly purchased progress, and removed us from the field of our intended observations, I could not accede to their views. I determined, therefore, to start on foot with a party of observation, to seek a spot which might be eligible as a starting point for our future travel, and if such a one were found, to enter at once upon the fall duties of search.

This step determined on, the command of the brig was committed to Mr. Ohlsen, and I started on the 29th August with a detachment, carrying a whale-boat and sledge. The ice soon checked the passage of our boat; but I left her, and proceeded with a small sledge along the ledge of ice which, under the name of "ice-foot," I have before described as clinging to the shore.

We were obliged, of course, to follow all the indentations of the coast, and our way was often completely obstructed by the discharge of rocks from the adjacent cliffs. In crossing a glacier we came near



losing our party, and were finally compelled to abandon the sledge and continue our journey on foot. We succeeded, however, in completing our work, and reached a projecting cape, from which, at an elevation of eleven hundred feet, I commanded a prospect of the ice to the north and west, as high as latitude  $80^{\circ}$ . A black ridge running nearly due north, which we found afterwards to be a glacier, terminated our view along the Greenland coast to the eastward. Numerous icebergs were crowded in masses throughout the axis of the channel; and as far as our vision extended, the entire surface was a frozen sea. The island named L. Napoleon, on the charts of Captain Inglefield, does not exist. The resemblance of ice to land will readily explain the misapprehension.

The result of this journey, although not cheering, confirmed me in my intention of wintering in the actual position of the brig, and I proceeded, immediately on our return, to organize parties for the fall, with a view to the establishment of provision depots to facilitate the further researches of the spring. In selecting sites for these and the attendant travel, our parties passed over more than 800 miles. The coast of Greenland was traced 125 miles to the north and east, and three caches were established at favorable points. The largest of these (No. 111 of chart) contained 800 pounds of pemmican; it was located upon an island in latitude  $79^{\circ} 12' 6''$ , longitude  $65^{\circ} 25'$ , by Messrs. McGary and Bonsall. These operations were continued until the 20th November, when the darkness arrested them.

Our brig had been frozen in since the 10th of September. We had selected a harbor near a group of rocky islets in the southeastern curve of the bay, where we could establish our observatory, and had facilities for procuring water, and for daily exercise. We were secure, too, against probable disturbance during the winter, and were sufficiently within the tidal influences to give us a hope of liberation in the spring.

As we were about to winter higher north than any previous expedition, and, besides a probable excess of cold, were about to experience a longer deprivation of solar light, the arrangements for the interior were studied carefully.

The deck was housed in with boards, and caulked with oakum. A system of warmth and ventilation was established; our permanent lamps were cased with chimneys, to prevent the accumulation of smoke; cooking, ice-melting, and washing arrangements were minutely cared for; the dogs were kennelled in squads, and they were allowed the alternate use of snow-houses and of the brig, as their condition might require. Our domestic system was organized with the most exact attention to cleanliness, exercise, recreation, and withal to fixed routine.

During the winter which followed, the sun was 120 days below the horizon; and owing to a range of hills towards our southern meridian, the maximum darkness was not relieved by apparent twilight, even at noonday.

The atmospheric temperatures were lower than any that had been recorded by others before us. We had adopted every precaution to secure accuracy in these observations, and the indications of our nu-

merous thermometers—alcoholic, etherial, and mercurial—were registered hourly.

From them it appears that the mean annual temperature of Van Rensselaer harbor, as we named our winter home, is lower than that of Melville island, as recorded by Parry, by two degrees. In certain sheltered positions, the process of freezing was unintermitted for any consecutive twenty-four hours throughout the year.

The lowest temperature was observed in February, when the mean of eight instruments indicated minus  $70^{\circ}$  Fahrenheit. Chloroform froze; the essential oils of sassafras, juniper, cubebs, and winter-green, were resolved into mixed, solid, and liquid; and on the morning of February 24, we witnessed chloric ether congealed for the first time by a natural temperature.

In the early part of this winter I erected an astronomical observatory, and mounted our "transit" and theodolite upon pedestals of stone, cemented by ice. Great care was taken by Mr. Sontag, the astronomer to the expedition, in determining our geographical position. The results for the determination of longitude, as based upon moon culminations, are in every respect satisfactory; they are corroborated by occultations of planets and the late solar eclipse of May, 1855. An occultation of Saturn simultaneously observed by Mr. Sontag and myself at temperatures of  $60^{\circ}$  and  $53^{\circ}$ , differed but two seconds. This is the lowest temperature at which such an observation has ever been taken.

The position of our observatory may be stated as in latitude  $78^{\circ} 37'$ ; longitude,  $70^{\circ} 40' 6''$ .

A room artificially heated was attached to the observatory as a magnetic station. The observations were both absolute and relative, and were sustained by a corps of volunteers among the officers.

A strong tendency to tonic spasm, probably induced by the lengthened cold and darkness, was the chief trial of our party. General disease was readily controlled by a careful hygiene; and the unremitting and intelligent exertions of Dr. J. J. Hayes, the surgeon of the expedition, kept the scurvy in complete subjugation.

But this anomalous form of spasmodic disease was encountered with difficulty. It extended to our dogs, assuming the aspect of tetanus; in spite of every effort no less than fifty-seven perished, many of them with symptoms not unlike those of hydrophobia.

The loss of these animals interfered seriously with my original scheme of search. They had been collected at various points of the coast of Greenland, and had been trained for their office with extreme care and labor. I had contemplated employing them in following the coast, and with this view had devoted the labors of the fall to the organization of a chain of depots. Now, however, a new system of operations was to be established with different appliances. New sledges were to be built, and cooking utensils and field equipments provided, suited to larger parties, and of more portable character. The latter period of darkness was entirely occupied with these new preparations.

Our party was unhappily too small for an extended system of field

operations by unassisted human labor; and the only remaining hope of continuing the search was to be found in a passage through or over the great ice-fields to the north—an effort, the success of which was rendered very doubtful by the crowded bergs and distorted ice of this frozen area. With this object I organized a party of our strongest men (all volunteers) under my personal charge, and sent an advanced corps under Mr. Brooks, the energetic first officer of the expedition, to place a relief cargo of provisions at ten days' journey from the brig.

On the 27th of March, the ninth day of their absence, a heavy gale from the north-northeast broke upon this party. The thermometer fell to 57° below zero; and the ice ridges (hummock lines) were so obstructed by snow-drift that they could not deposit their stores beyond fifty miles from the brig. Four of the most valuable members of the party, Messrs. Brooks and Wilson, Jefferson Baker, and Peter Schubert, were frozen at the extremities; and a single man being left to attend them, the others returned to the brig in a state of extreme exhaustion. The name of the brave fellow who remained with his comrades was Thomas Hickey, an Irishman.

The main company under my own command started at once for the floes, with but little hope of rescuing our comrades; Mr. Ohlsen, one of the returned party, volunteering to guide us. He was sewed up in furs, and strapped upon a small sledge, which we dragged after us; but symptoms of mental disturbance rendered his heroism unavailing, and, but for striking the trail of the party, we must all of us have perished.

On this occasion I was deeply touched by the confidence of the disabled men in the certainty of their relief. Although they were nearly concealed by snow-drift, and dependent for warmth upon their sleeping bags, they had patiently and hopefully awaited our arrival. The discovery of a small canvass tent in the midst of these immense plains of ice I must remember as providential.

I mention gratefully the endurance and self-denial of my comrades upon this fearful march. They had been 81 out of 84 hours without sleep, and had halted for the purpose of melting ice for drink. The tendency to sleep could only be overcome by mechanical violence; and when at last we got back to the brig, still dragging the wounded men instinctively behind us, there was not one whose mind was found to be unimpaired.

This disastrous effort cost us two valuable lives, Jefferson Baker and Peter Schubert. The first of these was a native of Delaware county, Pennsylvania, a trustworthy and faithful follower; he died of locked jaw, thirty-six hours after his return to the brig. The other was cook to the expedition, and a volunteer upon the duty which caused his death. Our little party had throughout, from the nature of the service, been in close relations with one another, and these men are remembered by us all with sympathy and respect.

As soon after this as the health of our company could justify, I set out with my original party to renew the attempt from a higher point on the Greenland coast, carrying with me an India rubber boat. This journey was undertaken in the latter part of April, and continued into

May. It was followed by others, which extended the search, almost without intermission, until the 10th of July. These journeys may be thus summed up:

March ..... Mr. Brooks and Dr. Kane.  
 April, May ..... Dr. Kane, Messrs. McGeary and Bonsall.  
 June ..... Dr. Hayes and Wm. Godfrey.  
 June, July ..... William Morton, and Hans Heindrick, our native hunter.

The arrival of the Esquimaux in April, enabled us to add four dogs to the three that remained of our original stock, and thus to equip a slender team. The value of these animals for Arctic ice-travel can hardly be over-estimated. The earlier journeys of March, April, and May, proved incomparably more arduous and exposing than those performed with dogs, while their results were entirely disproportionate to the labor they cost us. It was invariably the case that the entire party, on its return from the field, passed at once upon the sick-list.

Out of nearly 3,000 miles of travel, no less than eleven hundred were made by the dog-sledge; and during the fall, winter, and spring of the ensuing year (1854-'55,) I made, in person, no less than fourteen hundred miles with a single team.

Setting out from our winter quarters, three expeditions effected the passage of the bay: 1. To the north, with Messrs. McGeary and Bonsall, along the base of a great glacier which issued from the coast of Greenland, in latitude  $79^{\circ} 12'$ . A copy of this glacier, as surveyed by me in 1855, accompanies this report. 2. To the southwest, by Dr. Hayes and William Godfrey. 3. To the northwest, and along the shores of a new channel, by W. Morton, and our Esquimaux hunter, Hans. The original reports of these journeys, with my own observations, are now under seal, and subject to the orders of the department. I give only a summary of results, referring for particulars to the track chart projected on the spot from the original field-notes, which I have the honor to transmit with this report.

Greenland reaches its furthest western point at Cape Alexander, in the neighborhood of latitude  $78^{\circ} 10'$  north, and after passing longitude  $70^{\circ}$  west of Greenwich, trends nearly due east and west, (E.  $20^{\circ}$  N.) This northern face of Greenland is broken by two large bays, at the base of which are numerous granitoid islands, which, as you approach longitude  $65^{\circ}$  west, assume the form of an archipelago. Fifteen islands were surveyed and located here. The aspect of the coast is imposing, abutting upon the water-line in headlands from eight hundred to fourteen hundred feet high, and one range of precipice presenting an unbroken wall of forty-five miles in length. Its geological structure is of the older red sandstones and silurian limestones, overlying a primary basis of massive sienites. The sandstones to the south of  $78^{\circ}$  seem to form the floor of the bay. They are in series, with intercalated greenstones, and other ejected plutonic rocks, and form the chief girders of the coast. Upon this and collateral subjects, I shall, with your permission, address a special report to the department.

The further progress of our parties towards the Atlantic was

arrested by a great glacier, which issued in latitude  $79^{\circ} 12'$  north, longitude  $64^{\circ} 20'$  west, and ran directly north. This forms an insuperable barrier to exploration in this direction: it is continuous with the *mer de glace* of interior Greenland, and is the largest true glacier known to exist. Its great mass adapts itself to the configuration of the basis country which it overlies. Its escarpment, abutting upon the water, presents a perpendicular face varying from three to five hundred feet in height.

The lines of crevasse and fracture are on an unexampled scale of interest. The bergs, which are ejected in lines, arrange themselves in a sort of escalade, which confers a character of great sublimity upon the landscape.

It was followed along its base, and traced into a new and northern land, trending far to the west. This land I have named *Washington*. The large bay which separates it from the coast of Greenland and the glacier I have described, bears on my chart the name of our liberal countryman, Mr. Peabody.

The coasts of this new territory, adjoining Peabody bay, have been accurately delineated by two parties, whose results correspond. Its southwestern cape is in latitude  $80^{\circ} 20'$ , by observation with artificial horizon; its longitude, by chronometer and bearings,  $66^{\circ} 42'$  west of Greenwich. The cape was doubled by William Morton and our Esquimaux, with a team of dogs, and the land to the north traced until they reached the large indentation named Constitution bay. The whole of this line was washed by open water, extending in an iceless channel to the opposite shores, on the west. This western land I have inscribed with the name of Henry Grinnell.

The course of this channel, at its southern opening, was traced by actual survey, in a long horse-shoe curve, sharply defined against the solid ice of Smith's sound, and terminating at its extremes against two noble headlands, about forty miles apart. The western coast was followed, in subsequent explorations, to a mural face of nine hundred feet elevation, preserving throughout its iceless character. Here a heavy surf, beating directly against the rocks, checked our future progress.

This precipitous headland, the farthest point attained by the party, was named Cape Independence. It is in latitude  $81^{\circ} 22'$  north, and longitude  $65^{\circ} 35'$  west. It was only touched by William Morton, who left the dogs and made his way to it along the coast. From it the western coast was seen stretching far towards the north, with an iceless horizon, and a heavy swell rolling in with white-caps. At a height of two hundred and forty feet above the sea, this great expanse still presented all the appearance of an open and iceless sea. In claiming for it this character I have reference only to the facts actually observed, without seeking confirmation or support from any deduction of theory. Among such facts are the following:

1. It was approached by a channel entirely free from ice, having a length of fifty-two, and a mean width of thirty-six geographical miles.
2. The coast ice along the water-line of this channel had been completely destroyed by thaw and water action, while an unbroken belt of

solid ice, one hundred and twenty-five miles in diameter, extended to the south.

3. A gale from the northeast, of fifty-four hours' duration, brought a heavy sea from that quarter, without disclosing any drift or other ice.

4. Dark *nimbus* clouds and water-sky invested the northeastern horizon.

5. Crowds of migratory birds were observed thronging its waters.

Two islands on the threshold of this sea, the most northern islands known, bear the names of Sir John Franklin and his associate, Captain Crozier, the leaders of the gallant party for which we had been in search.

To the northwest the coasts became mountainous, rising in truncated cones, like the magdalena cliffs of Spitsbergen. The furthest distinctly sighted point was a lofty mountain, bearing N. 5° E., (solar;) its latitude, by estimate and intersection, E. 2° 30'. Its longitude, as thus determined, would give 66° west, (approximative.)

I would suggest for it the name of the late Sir Edward Parry, who, as he has carried his name to the most northern latitude yet reached, should have in this, the highest known northern land, a recognition of his pre-eminent position among Arctic explorers.

The extension of the American coast to the southwest, as it appears upon the chart, was the work of Dr. Hayes and Wm. Godfrey, renewed and confirmed by myself, in April of the present year. It completes the survey of the coast as far as the Cape Sabine of Captain Inglefield. The land is very lofty, sometimes rising at its culminating peaks to the height of 2,500 feet. The travel along the western and northwestern coast was made for the most part upon the ice-foot. One large bay, in latitude 79° 40', longitude 73°, by estimate, extended forty miles into the interior, and was terminated by a glacier. A large island occupies the southwestern curve of that bay.

A summary of the operations of the expedition will therefore comprehend:

1. The survey and delineation of the north coast of Greenland to its termination by a great glacier.

2. The survey of this glacial mass and its extension northward into the new land named Washington.

3. The discovery of a large channel to the northwest free from ice, and leading into an open and expanding area equally free. The whole embraces an iceless area of 4,200 miles.

4. The discovery and delineation of a large tract of land forming the extension northward of the American continent.

5. The completed survey of the American coast to the south and west as far as Cape Sabine, thus connecting our survey with the last determined position of Captain Inglefield, and completing the circuit of the straits and bay heretofore known at their southernmost opening as Smith's sound.

The summer of 1854 had brought with it few changes bearing towards the liberation of our brig. The melted snows did not run in the water-channels until the 30th of June, and our limited flora showed a tardy and inauspicious season.

On the 12th of July, the ice being still unbroken as far as Anootok, I set out in a whale-boat with five volunteers, to communicate, if possible, with our English brethren, whom we supposed to be at Beechy island. The declining state of our resources suggested this attempt, although it promised many difficulties.

It occupied us until the 6th of August. We found a solid pack extending from Jones's to Murchison sounds, between Clarence Head and Northumberland island. To the west the ice still invested the American shore, extending some twenty miles from Cape Isabella. Between this and Mitie island was a solid surface, the curved shore-line occupied by an extended glacier.

After endeavoring several times to bore, we were forced to make Hakluyt island, on the Greenland side, and landed there to rest and renew our stock of provisions. The pack still filled the channel between that island and Cape Parry; and it was only with extreme effort that we were able to carry our boat over the ice. We had approached in this manner within ten miles of the latter point, when, seeing no chance of success, the winter rapidly advancing upon us, I reluctantly gave orders for our return to the brig. During this journey, which was full of exciting contingencies, we passed over the track of Bylot and Baffin, the explorers of 1616.

Our preparations for the second winter were modified largely by controlling circumstances. The physical energies of the party had sensibly declined. Our resources were diminished. We had but fifty gallons of oil saved from our summer's seal hunt. We were scant of fuel; and our food, which now consisted only of the ordinary marine stores, was by no means suited to repel scurvy. Our molasses was reduced to forty gallons, and our dried fruits seemed to have lost their efficiency.

A single apartment was bulk-headed off amid-ships as a dormitory and abiding room for our entire party, and a moss envelope, cut with difficulty from the frozen cliffs, made to enclose it like a wall. A similar casing was placed over our deck, and a small tunnelled entry—the *tossut* of the Esquimaux—contrived to enter from below. We adopted as nearly as we could the habits of the natives, burning lamps for heat, dressing in fox-skin clothing, and relying for our daily supplies on the success of organized hunting parties.

The upper tribes of these Esquimaux had their nearest winter settlement at a spot distant, by dog-journey, about seventy-five miles. We entered into regular communication with this rude and simple-minded people, combining our efforts with theirs for mutual support, and interchanging numerous friendly offices. Bear-meat, seal, walrus, fox, and ptarmigan, were our supplies. They were eaten raw, with a rigorous attention to their impartial distribution.

With the dark months, however, these supplies became very scanty. The exertions of our best hunters were unavailing, and my personal attempts to reach the Esquimaux failed, less on account of the cold (minus 52°) than the ruggedness of the ice, the extreme darkness, and the renewal of tetanic diseases among our dogs. Our poor neighbors,

however, fared worse than ourselves; famine, attended by frightful forms of disease, reduced them to the lowest stages of misery and emaciation.

Our own party was gradually disabled. Mr. Brooks and Mr. Wilson, both of whom had lost toes by amputation, manifested symptoms of a grave character. William Morton was severely frozen, and we were deprived of the valuable services of the surgeon by the effects of frost-bite, which rendered it necessary for him to submit to amputation.

Scurvy with varying phases gradually pervaded our company, until Mr. Bonsal and myself only remained able to attend upon the sick, and carry on the daily work of the ship, if that name could still appropriately designate the burrow which we inhabited. Even after this state of things had begun to improve, the demoralizing effects of continued debility and seemingly hopeless privation were unfavorably apparent among some of the party. I pass from this topic with the single remark that our ultimate escape would have been hazarded, but for the often painfully-enforced routine which the more experienced among us felt the necessity of adhering to rigorously under all circumstances.

In the latter part of March the walrus again made their appearance among the broken ice to the south, and we shared with the Esquimaux the proceeds of the hunt. The hæmorrhages which had much depressed our party subsided, and we began slowly to recover our strength. The sun came back to us on the 21st of February; and by the 18th of April the carpenter and several others were able to resume their duties.

In view of the contingencies which I had long apprehended, I found it necessary to abandon the brig. We had already consumed for fire-wood her upper spars, bulwarks, deck-sheathing, stanchions, bulkheads, hatches, extra strengthening timbers—in fact everything that could be taken without destroying her sea-worthiness. The papers which I append show the results of the several surveys made at this time by my orders. It will be seen from them that we had but a few weeks' supply left of food or fuel; that the path of our intended retreat was a solid plain of ice, and that to delay a third winter, while it could in nowise promote the search after Sir John Franklin, would prove fatal to many of our party.

Our organization for the escape was matured with the greatest care. Three boats, two of them whale-boats twenty-four feet in length, and the third a light cedar dingy of thirteen feet, were mounted upon runners cut from the cross-beams of the vessel, and bolted to prevent the disaster of breakage. These runners were eighteen feet in length, and shod with hoop-iron. No nails were used in their construction; they were lashed together so as to form a pliable sledge, and upon it the boats were cradled so as to be removable at pleasure.

A fourth sledge, with a team of dogs, was reserved for the transport of our sick, four of whom were still unable to move, and for carrying on our stock of provisions. An abandoned Esquimaux hut, about thirty-five miles from the brig, was fitted up as well as our means permitted, to serve as an *entrepôt* of stores and a wayside shelter for



those of the party who were already broken down, or might yield to the first trials of the journey.

The cooking utensils were made from our old stove-pipe. They consisted of simple soup-boilers, enclosed by a cylinder to protect them from the wind. A metal trough to receive fat, with the aid of moss and cotton canvass, enabled us to keep up an active fire. My provisions were packed in water-proof bags, adapted in shape to the shear of the boats, and in no case rising above the thwarts. They consisted, with the exception of tea, coffee, and small stores for the sick, exclusively of melted fat and powdered biscuit.

The clothing was limited to a fixed allowance. Moccasins for the feet were made of our woollen carpeting which had been saved for the purpose; and numerous changes of dry blanket-socks were kept for general use. For bedding, our buffalo-ropes were aided by eider down, quilted into coverlids; the experience of former travel having assured us that, next to diet and periodical rest, good bedding and comfortable foot-gear were the most important things to be considered.

I took upon myself the office of transporting the sick and our reserve of provisions, employing for this purpose a dog-sledge and our single team of dogs. I carried down my first load of stores in April; and, on the 15th of May, began the removal of the sick. By the middle of June all our disabled men, and some twelve hundred pounds of stores, had in this manner been transferred by a series of journeyings equal in the aggregate to eleven hundred miles.

On the 17th of May, having authenticated by appropriate surveys the necessities of our condition, and made all our preparations for the journey, the sledge-boats left the vessel, dragged by the officers and men, under the immediate charge of Mr. Henry Brooks, a duty which he fulfilled with unswerving fidelity and energy.

My collections of natural history were also carried as far as the sick station at Anootok, but, under a reluctant conviction that a further effort to preserve them would risk the safety of the party, they were finally abandoned. It is grateful to me to recollect the devotion of my comrades who volunteered to sacrifice shares of both food and clothing to secure these records of our labors.

We were able, not without difficulty, to carry our chronometers and the various instruments, magnetic and others, which might allow me still to make and verify our accustomed observations. We left behind the theodolite of the United States Coast Survey and the valuable self-registering barometric apparatus furnished by the American Philosophical Society. Our library, as well as those portions which had been furnished by the government and by Mr. Grinnel as my own, were necessarily sacrificed. We preserved only the documents of the expedition.

The first portions of our journey filled me with misgivings, as the weakness of the party showed itself in dropsical swellings and excessive difficulty of respiration. In spite of a careful system of training, the first exposure to temperatures ranging about zero, and below it, were to an invalid party extremely trying, and for the first eight days the entire distance accomplished from the ship did not exceed fifteen miles.

Although the mean rate of transportation was afterwards increased, it never exceeded three and a half miles a day over ice. Some idea may be formed by the department of the nature of this journey, from the fact that every three and a half miles thus attained cost us from twelve to fifteen miles of actual travel.

To sustain the party by the aid of fresh food required dog journeys to the south settlements of the Esquimaux, distant from us about seventy-five miles. I found it necessary, also, to return from time to time to the brig, with the view of augmenting our supplies. My last visit to her was on the 8th of June, for the purpose of procuring some pork to serve for fuel. She was then precisely as when we left her on the 17th of May, immovably frozen in, with nine feet of solid ice under her bows. We availed ourselves of the occasional facilities which these visits allowed us to increase our stock of bread, of which we succeeded in baking four hundred and eighty pounds.

Continuing our southward progress, we neared Littleton island. Our sick, first left at Anootok, were gradually brought down to the boats as some of them gained strength enough to aid in the labor of dragging. The condition of the ice as it became thinner and decaying made this labor more difficult; and in the course of our many breaks through, several of the party narrowly escaped being carried under by the tides. In the effort to liberate our sledges from the broken ice after one of these accidents, Acting Carpenter Ohlsen received an internal injury. Paralysis of the bladder was rapidly followed by tetanic symptoms, and he died on the 12th of June, three days after his attack. He has left behind him a young wife, who depended entirely upon him for support. He was buried upon Littleton island, opposite a cape which bears his name.

From this stage of our journey up to the time of reaching the first open water, which was near Cape Alexander, we were comforted by the friendly assistance of the Esquimaux of *Etah*. These people faithfully adhered to the alliance which we had established during the winter. They brought us daily supplies of birds, helped us to carry our provisions and stores, and in their daily intercourse with us exhibited the kindest feeling and most rigid honesty. When we remembered that they had been so assuming and aggressive upon our first arrival, that I was forced to seize their wives as hostages for the protection of our property, their present demeanor was not without its lesson. Once convinced of our superiority of power, and assured of our disposition to unite our resources with theirs for mutual protection and support, they had relied upon us implicitly, and strove now to requite their obligations towards us by ministering to our wants.

We left them on the 18th of June, at the margin of the floe. In thirty-one days we had walked three hundred and sixteen miles, and had transported our boats over eighty-one miles of unbroken ice. The men, women, and children of the little settlement had also travelled over the ice to bid us good-bye, and we did not part from them without emotion.

The passage between this point and one ten miles northwest of Hakluyt island was in open water. It was the only open water seen

north of Cape York, in latitude  $75^{\circ} 59'$ . We ran this under sail in a single day; hauling upon the ice to sleep. This ice was a closed pack, hanging around the north and south channels of Murchison sound, and seemingly continued to the westward. The land ices were still unbroken, and we were obliged to continue our journey by alternate movements over ice and water. So protracted and arduous were these, that between the 20th of June and the 6th of July we had advanced but one hundred miles.

Our average progress was about eight miles a day, stopping for our hunting parties and for sleep. Great care was taken not to infringe upon the daily routine. We had perpetual daylight, but it was my rule, rarely broken even by extreme necessity, not to enter upon the labors of a day until we were fully refreshed from those of the day before. We halted regularly at bed-time, and for meals: the boats, if afloat, were drawn up, the oars always disposed on the ice as a platform for the stores; our buffalo-skins were spread, each man placed himself with his pack according to his number, the cook for the day made his fire, and the ration, however scanty, was formally measured out. Prayers were never intermitted. I believe, firmly, that to these well sustained observances we are largely indebted for our final escape.

As we moved onward, we were forced to rely principally on our guns for a supply of food. We suffered when off the coast immediately north of Wolstenholme sound from a scarcity of game, and were subjected to serious sickness in consequence. But at Dalrymple island, a little farther south, we recruited rapidly on eggs of the eider duck, and from this point to Conical Rock we found birds in abundance. Again, at the most uncertain period of our passage, when our stock of provisions was nearly exhausted, we were suddenly arrested in our course by high and rugged land ice, which hugged a glacier near Cape Dudley Digges. We were too weak to drag our boats over this barrier, and were driven in consequence to land under the cliffs. To our joyful surprise, we found them teeming with animal life. This transition from enfeebling want to the plenty which restored our strength, we attributed to the direct interposition of Providence. The *lumme* (Uriae, Brunichii, and Troile) was the fowl which we here found in greatest numbers. We dried upon the rocks about 200 pounds of its meat, which we carefully saved for the transit of Melville bay.

The rest of the coast, except under the glaciers, was followed with less difficulty. We found peat of good quality, and plenty of food. Our daily allowance of birds was twelve to a man: they were boiled into a rich soup, to which we added a carefully measured allowance of six ounces of bread.

On the 21st we reached Cape York, and finding no natives, made immediate preparations for crossing Melville bay. An extended view showed the land ice nearly unbroken, and a large drift of pack to the southward and westward. A beacon cairn was built, and strips of red flannel fastened to a flag-staff, so placed as to attract the attention of whalers or searching parties. I deposited here a notice of our future intentions, a list of our provisions on hand, and a short summary of the discoveries of the cruise.

Up to the 26th of July our traverse of Melville bay was along the margin of the land ice, with only twice a resort to portage. We came then upon comparatively open drift extending to the southward and westward, which, after mature consideration, I determined to follow. There were arguments in favor of a different course, perhaps for the time less hazardous; but the state of health among my comrades admonished me that it was best to encounter the risks that were to expedite our release. The reduced bulk of our stores enabled us now to consolidate the party into two boats, breaking up the remaining one for fuel, of which we were in need. Our lengthened practice of alternating boat and sledge management had given us something of assurance in this mode of travel, and we were, besides, familiarized with privation. It was a time of renewed suffering; but, in the result, we reached the north coast of Greenland, near Horse's Head, on the 3d of August, and following thence the inside passage, arrived on the 6th at Upernavik, eighty-three days after leaving the Advance. We did not intermit our observations by sextant and artificial horizon as we came down the bay, and succeeded in adding to our meteorological and magnetic registers. These, including a re-survey of the coast, as laid down in the Admiralty charts, will be included in a special report to the department.

We were welcomed at the Danish settlements with characteristic hospitality. The chief trader, Knud Gelmeyden Fleischer, advanced to us from the stores of the Royal Greenland Trading Company at Upernavik whatever our necessities required; and when we afterwards reached Godhavn, the seat of the royal inspectorate, Mr. Olrik, the inspector, lavished the kindest attentions upon our party.

We had taken passage at Upernavik in the Danish brig Marianne, then upon her annual visit to the Greenland colonies, Captain Amandsen, her very courteous and liberal commander, having engaged to land us at the Shetland isles on his return route to Copenhagen. But, touching for a few days at Disco, we were met by the vessels which had been sent after us, under the command of Lieutenant Hartstene. I have no words to express the gratitude of all our party towards that noble spirited officer and his associates, and towards our countrymen at home who had devised and given effect to the expedition for our rescue.

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

E. K. KANE.

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No. 1.

FISKENAES, SOUTH GREENLAND,

*July 6, 1853.*

SIR: We reached this place on the 5th inst., after a run of twelve days from St. John's, Newfoundland.

By means of special facilities extended to our expedition by the

Danish government, we have been able to obtain from the Royal Greenland Company supplies of fresh dried codfish, as also a native Esquimaux as hunter. This boy will take with him his kyak, and is expected to prove of essential service.

We have as yet encountered no ice. It is my intention to stop at Sukkertoppen to purchase reindeer skins.

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

E. K. KANE.

HON. SECRETARY OF THE NAVY, *Washington*.

No. 2.

UPERNAVIK, NORTH GREENLAND,

*July 24, 1853.*

SIR: I have the honor to report the safe arrival of myself and party at Upernavik.

Being much delayed by calms, I deemed it inadvisable to stop at Godhavn, but have lost no time in proceeding north. Our full complement of dogs is now on board, and we leave in a few hours for Melville bay.

I have engaged the valuable services of Mr. Carl Johan Peterson, late interpreter to Captain Penny's expedition of search. If we should meet the Esquimaux north of Cape Alexander, he will be essential to our party.

The officers and men are in excellent health and spirits.

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

E. K. KANE.

HON. SECRETARY OF THE NAVY, *Washington*.

No. 3.

[Deposited in Cairn—Lat. 78° 24' N.—August 7, 1853.]

ADVANCE, *August 7, 1853.*

SIR: I have the honor to report our successful transit of Melville bay, and safe arrival within the waters of Sir Thomas Smith's sound.

This letter will be deposited in a cairn on Littleton island, in latitude 78° 24' north. The prospects of a further progress have led me to leave near this spot a metallic life-boat, with a supply of stores, as a means of retreat should our vessel be imprisoned in the ice.

The course of our party will be from this date along the coast of Greenland, trending to the north and east. If a possible chance presents itself of forcing the brig into a northern sea, I will endeavor, before availing myself of such a chance, to leave another cairn, announcing my point of departure.

Our officers and men are in excellent health and spirits, and no cases have yet occurred of scurvy or other serious disease.

After the brig is obliged to go into winter quarters, I intend to start with a carefully equipped party to establish a depot for the final labors of next season. Our dogs are in admirable condition and well broken to harness.

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

E. K. KANE.

HON. SECRETARY OF THE NAVY, *Washington.*

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E.

NAVAL ACADEMY,  
*Annapolis, Maryland, June 16, 1855.*

SIR: The Board of Examiners had the honor, on the 11th instant, to submit a full report of its proceedings under that portion of your order of the 23d of May relating to the classes of midshipmen at the academy; and it has since proceeded to carry out the latter part of your instructions, and now submits its final report.

The practice with the great guns, the exhibition of fleet tactics with the boats, the infantry exercises, the field battery exercise, and the exercise of embarking and disembarking guns in boats, were all gone through in the presence of the board, and gave entire and unqualified satisfaction. The training and instruction appeared to be complete, and the young gentlemen showed themselves to be familiar with their weapons.

In general, the examinations have been highly gratifying to the board. The proficiency of the midshipmen who passed for promotion in seamanship, naval tactics, mathematics, navigation, and gunnery, was satisfactory.

The first and second classes of acting midshipmen gave conclusive evidence, by their superior attainments and the readiness and fullness of their replies, of the zeal, ability, and industry of the professors and teachers. The progress of the third class in every department of the prescribed studies of the institution is remarkable.

In the case of the fourth class, such a variety of capacity and acquirement was, as might be expected, exhibited, that it would be impossible to make any remark concerning it, which would be universally applicable. The course pursued by the teachers appeared to the board to be well suited to develop individual talent, to give the best opportunity to industry, intelligence, and good conduct, to lead to correct discrimination, and to do entire justice to the young gentlemen, and to the public service.

The board might stop at these general remarks; but it seems expedient to mention some particular impressions produced by the modes of instruction, and the modes of examination.

And, first, of the modes of instruction:

The board was very much impressed with the variety, minuteness, and exactness of the teaching. It was quite apparent that text-books

alone were neither relied upon nor followed implicitly and without examination. In most departments they were assisted and amended by manuscript compilations, which were not unfrequently the results of original and very valuable researches, such as may hereafter be matured and improved text-books for the academy. A form has been given to these notes and compilations which are eminently adapted to the purposes of instruction; questions have been carefully and systematically prepared, and the board was often struck with the eminent skill shown by the examiners in bringing out the knowledge and resources of the young gentlemen without puzzling them, or causing embarrassment. This is a feature of the instruction which is well worthy of notice, because it affords such good proofs of the interest taken by the instructors in their duties, and such good promise of the continued prosperity of the academy. These observations apply especially to the branches of seamanship and navigation, as well as those of mathematics, gunnery, and astronomy.

Commander Craven and Lieutenant Marcy having been detached for sea-service, the board takes particular pleasure in speaking of their distinguished fitness for the places they occupied here, and of pointing with respect and gratitude to the very valuable services they have rendered to the navy by their personal influence and example, and by their instructions while in the academy.

Secondly, of the mode of examination:

The examinations have been conducted in a manner that was at once thorough, candid, and kind. Every disposition was manifested to conduct the young gentlemen through their exhibitions with ease to themselves; they were allowed time for recollection and reflection; were assisted when necessary, and were uniformly treated with affability and respect. But nothing, however, was disguised or concealed; the exact efficiency and capacity of each one was suffered to show itself, and the board is satisfied that it has been placed in the best possible situation to form an approximately correct estimate of the merits and advancement of all.

The board will add to this, that the ability shown by all the officers of the navy engaged here as instructors and examiners has commanded its unqualified admiration, and is mentioned because it surprised as much as it pleased the board, to find its brother officers displaying this peculiar talent to so great a degree.

The board traced the progress of improvement in the successive drawings of the young gentlemen, and was convinced that the professor of this branch has been as attentive and laborious as he is known to be skilful in imparting instruction in his important art.

Before concluding this part of its report, the board will recommend that the study of physical geography be carried further, and made more thorough, than at present.

Finally, the board begs leave to say, that it would be impossible to enter the walls of this institution, and to become familiar with its direction, its general organization, its order, its instructions, and its examinations, without perceiving that the highest usefulness is produced by the most suitable means; that an elevated tone of duty pre-

vails everywhere; and that the academy, as conducted at present, cannot fail to fulfil the expectations of the department and of the country.

Among the many subjects which have engaged the serious attention and consideration of the board, is that of the qualifications for admission. It is quite apparent that in very many cases the greater part of the first year is spent in supplying a deficiency in elementary knowledge, which ought not to be allowed to exist. By extending the qualifications for admission, this evil would be corrected. The board is aware that this subject has been examined by the department in all its relations, and therefore forbears to enter further into it.

It now only remains for the board to submit, as it respectfully does to the department, such suggestions as it has been led to make, by its examinations and inquiries.

A careful examination of the system of police, and of the general management of the institution, has satisfied the board that they have been such as to secure sound discipline, and a perfect accountability of all the subordinate departments to the superintendent. The duties of executing the police regulations are performed by the commandant of midshipmen and his assistants; and to these officers is also confided the instruction in seamanship, naval tactics, and practical gunnery. The board cannot too urgently direct your attention to the importance of keeping this department supplied with a full corps of faithful and efficient assistants; for upon the manner upon which their duties are performed, depends, mainly, the good order of the institution, as well as the progress of improvement in the most important and most practical branches of instruction. Nor should this department be deficient in any means necessary to attain the important ends in view.

These remarks apply also to all the other departments of instruction, in proportion to their value in advancing the education and forming the character of the naval officer.

The board visited and inspected the practice-ship *Preble*, now ready to receive the second and fourth classes of acting midshipmen, for the usual summer cruise. They will be embarked as soon as the examination is completed. These two classes consist of more than eighty members, and the *Preble* has not the capacity to accommodate them properly. The number next year may be greater, and a ship adapted in all respects for the service should be provided. She should be fully rigged and fitted with auxiliary steam-power, and her crew should consist of men distinguished for good deportment, and skill as seamen. The board must add a remark to all that has been said before, in favor of fitting the practice-ship with auxiliary steam-power.

Instruction in the management of the steam-engine, and the duties of the engineer, are acknowledged to be hardly less indispensable to the perfection of the education of the naval officer of the present day, than seamanship itself. He is as liable to be called to command a vessel propelled by steam, as one of which wind is the moving power; his education, therefore, is partially neglected, if a practical familiarity with the working of the steam-engine is not added to the theoretical instruction concerning it.



As an additional means of conveying instruction in seamanship, the superintendent has suggested a set of spars, fully rigged, fitted with sails and placed on shore, that the students may be exercised without the necessity of embarking, which is sometimes impracticable. The board approves this suggestion, and recommends it to the favorable consideration of the department.

It has also been suggested that the field battery at present in use at the academy, consisting of six six-pounder brass guns, be exchanged for an equal number of less calibre and weight, and that it may be further improved by the addition of one light and cheap two-wheeled vehicle to represent a caisson for each of the six pieces.

The board witnessed the exercises with this battery, and observed, that although the guns were handled with great rapidity and expertness, the exercise called for extraordinary exertions, and occasioned great fatigue. A lighter battery would be greatly preferable.

To complete the means of instruction in the department of astronomy, the observatory should be furnished with an equatorial telescope of suitable size and construction. At present the institution is not provided with an instrument by which a satisfactory view of the planets and other celestial bodies can be given to the students; and as such an instrument will serve to give the students an interest in the general study of astronomy, and is most important in the higher department of astronomical research, the general principles of its use and manipulation should be taught to the classes.

The board included in its duties an inspection of the grounds and all the public buildings and apparatus of the institution, and begs leave to recommend the following improvements:

By extending the outer wall around the lots purchased in 1853, to give an addition to the grounds of the academy, the quarters of the commandant of midshipmen and several of the professors have been left in unsightly positions, and defeat in a great measure the object of the purchase, viz: to give additional space for the exercises of the field-artillery and in infantry tactics. The removal of these houses would add greatly to the available space within the walls, give all the room that is required for the exercises, and at the same time contribute to the contentment of the students by extending the limits within which they are necessarily confined.

The road leading along the northern water-front of the academy grounds, and touching the bases of the observatory, chapel, mess and recitation halls and quarters of the students, is much used, and its condition is said to be very bad during the winter and spring months. A pavement of plank, at a very small expense, would remedy this defect, and the board begs leave to second the estimate which the superintendent proposes to submit for this object.

Additional quarters are required for the accommodation of several of the assistant professors and other persons attached to the academy, who are now compelled to find quarters in Annapolis—a necessity which is attended with great inconvenience to themselves, and not unfrequently acts as an interruption to the prompt performance of public duty

During the past year the wall and pavement around the grounds have been completed; some progress has been made in the construction of the sea-wall and filling in the low grounds along the northern water front; the grounds embraced within the new purchase have been partly graded and ornamented with trees, &c.; a new hospital, guard-house, and gateway, have been erected, and preparations are making for perfecting the apparatus by which all the public buildings and students' quarters are to be heated by the use of steam.

The board begs leave to repeat the suggestions of a preceding board in relation to the justice and importance of increasing the compensation of the members of the academic staff. The grounds upon which the recommendation was formerly made exist in all their force at the present time, and in addition thereto the expenses of living have greatly increased.

The board is also of opinion that the superintendent is very inadequately compensated for his services, and not at all indemnified for the expenses imposed upon him by his position. His office is one of great labor and responsibility, and equal in importance to any that an officer is called upon to fill on shore. His pay should be the same as that allowed to officers commanding at other shore stations.

The board will also, without hesitation, renew the recommendation of last year, that officers employed in the academy in instruction be not subjected, strictly and without exception, to the system of rotation at present in force in the navy. It is very desirable on account of uniformity in instruction, on account of the improved faculty for teaching acquired by practice, and on account of discipline and the personal acquaintance with the young gentlemen, that officers who have fitted themselves to be useful here should not be frequently changed. This is a matter which falls so completely under the judgment of the department, that the board would hardly consider it proper to pursue it beyond a simple recommendation.

The mention of the very high estimate which the board has been led, by its inquiries and investigations, to entertain of the general prosperity of the institution under the wise and efficient control of its distinguished superintendent, aided by the able professors and officers in every situation, forms an appropriate and correct conclusion to the duties which have brought the board into a brief but very agreeable connexion with this most valuable and interesting institution.

I have the honor to be, very respectfully, your obedient servant,  
JOHN THOMAS NEWTON,  
*President of the Board.*

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

## F.

U. S. PRACTICE SHIP PREBLE,  
*Annapolis, September 28, 1855.*

SIR: In compliance with your general instructions for my government during the summer's cruise of the practice-ship, I sailed from Annapolis on the 23d of June, and arrived at the anchorage off the naval hospital, Norfolk, on the 29th of the same month, having contended with head winds the whole passage. Requisitions for necessary repairs and supplies were presented to Commodore McKeever, immediately after our arrival, and all diligence observed thereafter to obtain speedily articles of equipment and stores required to prepare the ship for sea. The cross-jack yard and rudder having been discovered seriously defective, it was found necessary to replace the former with a new one, and to unship and repair the latter.

Having completed all preparations for sea on the 10th of July, and the wind being light and unfavorable, I accepted the services of the steamer Engineer, politely tendered by the commandant of the station, and was towed by her to Hampton Roads, from whence we sailed the following day.

We arrived at Eastport on the 20th, and remained there until the 28th of July, when, having waited four days for a favorable wind, I employed a steamer to tow the ship to West Quoddy Head; sailed from thence the following day; worked out of the Bay of Fundy, and cruised, for the purpose of exercising the students, till our arrival at Portland, on the 11th of August; left Portland on the 17th of August, and arrived at Provincetown the following day; remained there till the 21st, when we sailed for and arrived at Boston the same day. On the 29th of August we sailed from Boston for the Chesapeake, and arrived in the bay on the 5th instant, where, with the exception of a few days' detention by the ship Susan L. Fitzgerald, whose captain requested assistance, in consequence of his crew having mutinied, I have improved the time, up to our arrival off Annapolis, in exercising the students at stripping and rigging the foremast, target-firing, &c.

We have experienced during the cruise a great variety, without having any severely bad weather, which, combined with working the ship in and out of the ports visited, and the daily exercises, has afforded more numerous practical lessons in seamanship than would ordinarily occur in a cruise of much longer duration.

The ship has been got under way and anchored twenty-seven times.

The courses have been reefed once, and the topsails sixteen times, independently of the regular exercises.

The rudder has been unshipped and shipped twice.

The foremast, with the exception of lifting the lower rigging, has been unrigged and rigged.

There have been fired at a target by the students and crew sixty-nine shot and three shells while the ship was under way, and forty-three shot and twelve shells while at anchor.

The students were exercised every morning at sea, when the weather

would permit of it, at evolutions, &c., and in the afternoon at quarters. A member of each class was stationed at the wheel day and night, and one of the second class, under the supervision of the officer of the deck, performed during the day all evolutions required to sail the ship. The watch below, morning and afternoon, each devoted one hour and a half to the study of navigation.

I would respectfully refer you to the accompanying copy of the regulations for the internal government of the ship, for more particular information respecting the routine of duty and exercises observed on board, for the discipline and professional improvement of the students.

Their proficiency in practical seamanship and gunnery is very satisfactory. The members of the second class can work ship, bend, make and shorten sail, send up and down yards and masts, reef, furl, steer, knot, splice, strap blocks, and turn in dead-eyes, remarkably well.

A majority of the fourth class have learned to reef and furl sails, cross top-gallant and royal yards, and strap blocks; and all of them can knot and splice.

The instruction in practical gunnery has been confined to the manual exercise for broadside guns, exercises at general quarters, and target practice. They have not been exercised with the boat and field howitzer as much as was desirable, in consequence of my inability to get the launch prepared for that service at Norfolk. I, however, mounted the howitzer on the poop-deck, which enabled me to give the second class some practice and instruction as to the uses of howitzer shells and shrapnels.

Their frequent exercises at quarters and target practice have made them quite familiar with the management of guns in a sea-way, the use of gun-gear and implements; and they have acquired considerable expertness and skill in loading, pointing, and firing, either with shot or shells.

Their progress in navigation has been highly satisfactory. The second class have learned all the methods contained in Bowditch's Navigation for ascertaining the position of a ship at sea, and the use and adjustments of a sextant.

The fourth class was divided into two sections, in consequence of some of its members making greater progress than others. The first section learned to work a day's work, to find the latitude by the sun's meridian altitude, longitude by chronometer, all of the sailings, and the use and adjustments of the sextant.

The second section made the same progress as the first, with the exception of finding the longitude by chronometer and the use and adjustments of the sextant. Those only who were found deficient at the last June examination, are deficient in the use of the sextant.

The conduct of the students has generally been correct and exemplary, creditable to themselves and the ship. I would state, however, and respectfully call your attention to the subject, that I found it difficult to devise adequate modes of punishment for delinquencies committed by them that were not of a grave character. Reprimand, extra watch duty, and deprivation of liberty, were generally resorted to; but the former appeared to lose its potency by repetition, and the two

latter, if rigorously applied, instead of elevating and stimulating the young gentlemen to emulation, rather tended to produce a spirit of recklessness and insubordination. Certainly, conduct, if not attention to exercises and studies, is as important on board the practice-ship as at the academy; and if it had weight in establishing the standing of each student at the academy, would encourage the exemplary and meritorious, and excite and restrain the indolent and mischievous. At present, whatever offence is committed on board the practice-ship, unless it be of a character to require a formal report to be made of it, the punishment of the offender is temporary, and he stands as fair on the records of the academy as the most meritorious.

I would respectfully suggest the expediency of adopting a system of demerits to be used on board of the practice-ship similar to that now in use at the academy, modified by a different graduation of penalties to apply to offences likely to be committed on ship-board.

Their attention to exercises and the duty required of them has also been generally satisfactory.

It has been my constant endeavor to impress them with the fact that every officer connected with the academy feels an earnest solicitude in their progress, the successful termination of their academic course, and their future welfare. I have also studiously avoided exacting from them duties of a menial character, and have required of the officers attached to the ship an adherence to this rule of conduct towards them; and I know of no instance of its violation. Such duties only as were considered as tending to their physical and professional improvement have been performed by them.

Notwithstanding my efforts to remove all impediments to a cheerful and prompt performance of duty, there have been exhibited in a few instances indications that they considered some of their duties as incompatible with, and derogatory to their station. This impression was probably occasioned in part by their being associated with the ship's company in the performance of duty.

Owing to the smallness of the crew their services could not very well be dispensed with when working ship, either with a watch or all hands, even if it were desirable to do so. Indeed I considered that kind of duty as essential to a healthy and full development of their physique, and susceptible, by proper attention on their part, of being made professionally useful.

A misconception of their true position, in considering themselves officers, and consequently entitled to the deference due officers, has, I apprehend, caused them to confound their probationary state with that for which they are preparing.

Appreciating and acknowledging their general good conduct, attention to duty, and efficient services during the cruise, I deem it important, and necessary for a full development of the usefulness of a practice-ship, that they should have any erroneous ideas they may entertain in regard to their station removed, and that they should be impressed in some official manner with the propriety and obligation of their performing, when embarked, all of the duties appertaining to a seaman as well as those of an officer.

Every facility was afforded to the students to visit the navy yards at Norfolk and Boston, to examine the arrangement of, and the machinery in their several departments for the repair and equipment of vessels. At Boston the second class visited the foundry of Mr. Alger, who very politely accompanied them throughout his establishment, and explained the manner of casting, and the machinery for turning and boring guns.

It gives me great pleasure to acknowledge the zealous co-operation of the officers of the ship in promoting the objects of the cruise, and to express particularly my obligations to Lieut. Wyman, Mr. Parker, and Mr. Mayo, for their efficient services as instructors.

I beg leave to state, in conclusion, that there was not sufficient room on board of the "Preble" to admit of the comfortable or proper berthing of the students and crew, although the latter were very much reduced in number. In a warmer climate the crowded state of her berth-deck would have been productive of great discomfort, and probably sickness. A larger ship, and crew sufficiently numerous to work her independently of the students, would have conduced to health, discipline, and contentment, and increased materially the facilities for imparting instruction.

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

J. F. GREEN,

*Commandant of Midshipmen.*

Capt. L. M. GOLDSBOROUGH,

*Superintendent U. S. Naval Academy, Annapolis, Md.*

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G.

CAMBRIDGE, *October 12, 1855.*

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

The daily duties of the office, which since the completion of the volume for 1857 have consisted in the preparation of the volume for 1858, have been conducted uninterruptedly, and have, in general, been promptly executed. The work on the volume for 1858 is in some respects in advance of the work on that of 1857 at this time last year.

The object will hereafter be to bring out the nautical part in advance of that part which is computed for the meridian of Washington, the former being the first in demand.

The nautical part is already entirely printed with the exception of seven pages of lunar distances, which will be finished in one or two weeks, when the book will be put immediately to press. This will be a considerable gain in time upon last year. A still further gain may be expected during the next and following years.

Of the whole volume, comprising altogether about five hundred pages exclusive of the appendix, all the computations are either completed and handed in, or they are in an advanced and very satisfactory state, except the occultations. These last are unavoidably behind the other calculations, because they depend upon the latter for their elements. Since, however, they are designed specially for use in the

country, there is no urgent necessity for their appearance so long before the year for which they are calculated.

The appendix to the next volume will contain, in part, the same matter as that of the last. No new matter will be added, and, accordingly, but few changes in the plates will be necessary. I have in the office very valuable tables, which, when printed, will be highly useful, to ourselves particularly, and to astronomers generally. But I should prefer to print them separately, for reasons which will be presently given; and besides, their cost is too great to be included in the Ephemeris without additional means.

The work upon the Ephemeris of 1859 has already been distributed and commenced; in some cases it has been carried well forward.

The distribution, which is nearly the same as last year, is as follows:

Professor 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, and Mr. Eastwood, will be engaged on the Moon's Ephemeris; Mr. Safford on the Lunar Distances; Mr. Loomis on the Moon Culminating Stars, and also in assisting Mr. Safford in differencing proofs and copying for the press; Mr. Sprague on the Fixed Stars; Professor Kendall on Jupiter and Neptune; Mr. Downes on the Occultations; Mr. Schubert on certain Asteroids; Miss Mitchell on Venus; and Mrs. Bache in copying for the press.

Professor Van Vleck will prepare the Ephemeris of Saturn, and Professor Hedrick those of Mars and Uranus.

In addition to the above there is a certain amount of miscellaneous and incidental work, which is distributed among the assistants.

In general each assistant prepares his own pages for the press, and differences the stereotype proofs.

The general revision, occasional verification, and theoretical instruction, are confided, as before, to Professor Peirce. He is also employed in the construction of a new set of tables of Saturn; and in addition to these labors he will prepare the mean and apparent places of the principal fixed stars for the year 1860, by which the publication of the volume for that year will be hastened.

Mr. J. D. Runkle is engaged in the re-examination and verification of Professor Peirce's theory of Neptune; this has been urged by European astronomers, and will form an accurate basis for the construction of a first set of tables of that planet.

In my last report I had the honor to call the attention of the department to the increase in the number of the small planets since the year 1849, when the preparation of the Almanac was begun. I revert to this subject with the earnest hope that an additional allowance will be made by Congress for the proper treatment of these interesting and newly-discovered bodies. Twenty-four new planets have been added to the solar system. Their ephemeris ought to appear in our Almanac, yet I am wholly unable, so rapidly have they multiplied, to undertake them all with the present means.

Having in vain invited the co-operation of foreign offices, similar to our own, in the computation and improvement of the elements and theory of these asteroids, I have this year renewed my request for an

additional appropriation for this special purpose. I trust this request will receive the sanction of the department. It now remains for us to undertake the labor alone. It is essential to the perfection of our work. It will be gratifying to our pride, and will contribute to the progress of astronomy in America, to take up the whole body of asteroids upon some uniform and comprehensive plan. I can assure the department that the proposal will meet with the approbation of all American astronomers.

I have also asked in my estimates for an additional sum to be devoted to the publication of useful auxiliary tables. The preparation of an Astronomical Ephemeris on the largest scale is, as is well known, a new thing in this country. In the course of it American invention has found a field for its exercise. Professor Runkle and Professor Kerr have both invented tables of very great utility in abbreviating and facilitating the onerous computations of the office. Some of these tables are suited to be useful to all computers of astronomical problems. They are now limited to the office or lost entirely. If they were printed they would be universally accessible, and, therefore, I urge the government to furnish the means of giving them to the world.

It has always been my earnest desire to issue from the office of the Nautical Almanac new tables of the larger planets better than any that now exist. This could be done without difficulty if the means of publishing them were supplied. Among the assistants are gentlemen conspicuous for their ability, and known at home and abroad for their works. Prompted by an honorable ambition, and conscious of their powers, they are ready to give all that they possess, time and labor, to the construction of new planetary tables. Having done so much themselves, it remains for the government to encourage and patronize their efforts by giving the very small sums (from year to year) necessary to meet the expenses of publication. I believe the department will contemplate with satisfaction a project, the successful execution of which will advance us still further towards the front ranks of astronomical science, and make us eminent as contributors to this, as we have been to so many other branches of human knowledge. And I cannot but observe that, while in Europe the expenses of war have obliged the governments to contract in some degree the aid they have hitherto bestowed upon literary and scientific enterprises, while England is said to be reduced to the necessity of withdrawing from the Royal Society her small annual allotment, the support which our own government can readily give from its abundant resources appears to be particularly needed. In this instance it will be given, not to speculative, but to productive science; not for the promise of some future possible benefit, but for the real advancement of practical astronomy, or, in other words, nautical astronomy, which is the guide of commerce. I have accordingly asked for a slight additional appropriation for the publication of new tables of the larger planets.

I have also applied for the means of publishing new editions of the Almanac as required. The work is gradually growing into use; the number sold is greater every year. It is impossible to foresee the demand, and therefore it must be supplied as created. I introduced this



subject in my last report, and have had occasion to bring it to the notice of the department more than once during the year. A second edition for 1856 has been issued under your authority; still it has been necessary to refuse repeated orders, one of which was for three hundred copies.

I respectfully suggest, in the first placē, that it is very desirable to keep our Almanac constantly in the market, to prevent the necessity of resorting to the re-publication of the British; and, in the second place, that any money expended in this way is constantly returned into the treasury, care being taken not to allow the new editions to overrun the demand.

It affords me sincere pleasure to inform the department that Mr. Runkle, a principal assistant in the office, lately communicated to the American Association for the Advancement of Science, at its meeting in Providence, a new work, which forms an appropriate and elegant sequel to certain labors of the late eminent American astronomer, Mr. Sears C. Walker, published in the *Astronomical Ephemeris* for 1857. This work relates to the determination of the mutually-disturbing action of the planets—the most complicated problem in astronomy—and is designed to make its definition more easy and sure. It has since been crowned by the acceptance of the Smithsonian Institution as one of its original contributions to knowledge.

I have the honor to transmit, in company with this report, the remaining copies of the estimates for the fiscal year ending June, 1857, and the amount of expenditures, as directed in your communication of September 12.

During the past year no changes have taken place among the assistants of the office by resignation or new appointment, except by the resignation of Mr. C. A. Runkle, and the proposed employment of Mr. J. B. Bradford, both of which have been reported to the department.

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.*

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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, 1857.*

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 one fourth-class clerk, per act of March 3, 1853; pamphlet edition of laws, sec. 3, p. 210.....	\$1,800 00
For salary of one fourth-class clerk, as disbursing clerk, per act of March 3, 1853; pamphlet edition of laws, sec. 3, p. 211.....	200 00
For salaries of six third-class clerks, per acts of March 3, 1853; pamphlet edition of laws, sec. 3, p. 210, and of April 22, 1854; pamphlet edition of laws, sec. 1, p. 276.	9,600 00
For salaries of four second-class clerks, per acts of March 3, 1853; pamphlet edition of laws, sec. 3, p. 210, and of April 22, 1854; pamphlet edition of laws, sec. 1, p. 276	5,600 00
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, and of April 22, 1854 pamphlet edition of laws, sec. 2, p. 276 .....	840 00
or salary of assistant messenger, per acts of April 30, 1822; sec. 1, Stat. at Large, vol. 3, p. 671, and of April 22, 1854; pamphlet edition of laws, sec. 2, p. 276.....	480 00
For salary of laborer, per act of August 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
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Total for salaries for fiscal year 1856-'57.....	29,296 00
Appropriated for fiscal year 1855-'56.....	\$29,296 00

## CONTINGENT EXPENSES.

For blank books, binding, stationery, labor, newspapers, periodicals, and miscellaneous items .....	2,840 00
Appropriated for fiscal year 1855-'56 .....	\$2,840 00
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Total estimate for fiscal year 1856-'57 .....	32,136 00
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Appropriated for fiscal year 1855-'56.....	\$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, 1857.*

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, and of April 22, 1854, pamphlet edition of laws, sec. 2, p. 276.	\$2,400 00
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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 1856-'57 .....	6,265 00
Appropriated for fiscal year 1855-'56 .....	\$6,265 00

*Estimate of pay for the fiscal year ending June 30, 1857, 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 bureaux.*

For pay of officers not on duty.....	\$391,325 00
For pay of officers on duty attached to the United States Coast Survey .....	71,000 00
For pay of officers on light-house duty.....	16,100 00
For pay of officers on special service.....	27,100 00
	505,525 00
Appropriated for fiscal year 1855-'56.....	\$458,550 00

NAVY.

Pay of the navy .....	\$505,525 00
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*Estimate of the sums required for the transportation of the United States mails for the fiscal year ending June 30, 1857, 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, section 2, Statutes at Large, vol. 9, page 187, and of July 21, 1852, section 1, pamphlet edition of laws, p. 21.....	\$558,000 00
From which deduct the 10 per cent. required by act of March 3, 1851, to be refunded by deductions annually from compensation of said line, to repay advances authorized by act of August 3, 1848, viz: 10 per cent. on the aggregate advances, \$385,000 .....	38,500 00
	\$819,500 00

Appropriated for the fiscal year 1855-'56,  
\$819,500.

For transportation of the mails from New  
York to New Orleans, Charleston, Sa-  
vannah, Havana, and Chagres, and  
back, per act of March 3, 1847, section  
4, Statutes at Large, vol. 9, page 188..

\$290,000 00

From which deduct the 10 per cent. re-  
ferred to above, viz: 10 per cent. on the  
aggregate advances, \$290,000.....

29,000 00

\$261,000 00

Appropriated for the fiscal year 1855-'56,  
\$261,000.

For transportation of the mails from Pana-  
ma to California and Oregon and back,  
per acts of March 3, 1847, section 5,  
page 188, Statutes at Large, vol. 9, and  
of March 3, 1851, section 1, Statutes at  
Large, vol. 9, page 623.....

348,250 00

From which deduct the 10 per cent. re-  
ferred to above, viz: 10 per cent. on the  
aggregate advances, \$199,000.....

19,900 00

328,350 00

Appropriated for the fiscal year 1855-'56,  
\$328,350.

Amount necessary for mail service for the  
fiscal year 1856-'57.....

1,408,850 00

Appropriated for the fiscal year 1855-'56,  
\$1,408,850.

SPECIAL.

Transportation of the mail.....\$1,408,850 00

*Estimates for the American Ephemeris and Nautical Almanac for the fiscal  
year 1856-'57.*

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

For purchase of paper, printing, &c., in  
order to publish in the year 1857 the  
Nautical Almanac for the year 1860, and  
for occasional printing, stationery, books,  
binding, &c.....

3,630 00

Clerk.....

500 00

Contingents, including rent of office, fuel,  
servant hire, &c.....

500 00

\$20,880 00

Additional estimates:	
For auxiliary tables already computed and ready for printing.....	\$1,000 00
For the 24 new planets discovered since 1849 .....	3,000 00
For new planetary tables .....	1,000 00
For extra editions of the volumes already published.....	1,000 00
	\$6,000 00
Total.....	26,880 00

This estimate differs from that of last year by \$6,000, the amount of the additional estimates asked for. The objects to which this addition is to be applied are briefly stated above; but I beg leave to refer to the accompanying report for a fuller explanation.

CHARLES HENRY DAVIS,

*Commander, Superintendent Nautical Almanac.*

CAMBRIDGE, *October 11, 1855.*

*Estimated sum required for completing the depot of coal for naval purposes, authorized to be established at Key West, Florida, per act of July 21, 1852, section 1, page 22, pamphlet edition of laws.*

SPECIAL.

For completing coal depot at Key West.....	\$25,000 00
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RECAPITULATION.

*Civil.*

Office of the Secretary of the Navy—	
Salaries .....	\$29,296 00
Contingent.....	2,840 00
Southwest Executive Building—	
Salaries .....	2,400 00
Contingent .....	3,865 00

*Navy.*

Pay of the navy.....	505,525 00
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*Special.*

Transportation of the mail.....	1,408,850 00
Nautical Almanac.....	26,880 00
Coal depot, Key West.....	25,000 00

## No. 2.

BUREAU OF YARDS AND DOCKS,  
October 12, 1855.

SIR: In compliance with your directions of the 12th ultimo, I have the honor to submit, herewith, the estimates of the sums that may be required to meet the wants of the navy for objects under the cognizance of the Bureau of Yards and Docks for the fiscal year ending June 30, 1857. These estimates have been prepared in triplicate and in full detail, as shown in papers marked Y. & D., No. 1 to No. 7, inclusive.

For any additional or more minute explanations that may be required, I respectfully refer to my report, herewith also submitted.

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

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

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*Report from the Bureau of Yards and Docks furnishing information, under the head of each navy yard, as to the works which have been completed during the past year; those now in progress; such others as are contemplated for the next fiscal year; and as regards the estimates, also, which are now submitted in detail, for the year ending June 30, 1857.*

## PORTSMOUTH, N. H.

During the past fiscal year the following works of improvement have been completed at this yard, viz: wharf and filling in east of ship-house No. 4; engine-house and chimney; cistern for officers' quarters; cooper's shop and watchmen's quarters; pavement around timber-sheds; boiler-room, boilers, engine, and machinery; pitch-house; and repairs to ship-house S. The amounts expended on these several objects during the fiscal year are: for labor, \$10,140 04; for materials, \$6,249 26; making a total of \$16,389 40. The original estimate for the wharf and filling in east of slip No. 4 was \$4,160; the actual cost, \$5,723.

The original estimate for the engine-house and chimney was \$21,699 92; the actual cost, \$22,390 31.

The original estimate for the cistern at officers' quarters was \$365; the actual cost, \$393 40.

The original estimate for cooper's shop and watchmen's quarters was \$4,792; the actual cost, \$5,687 55.

The original estimate for the pavement around timber-sheds was \$3,453; the actual cost, \$2,884 32.

The original estimate for the boiler-room, boilers, engine, and machinery, was \$14,829 64; the actual cost was \$21,127 38.

The original estimate for the pitch-house and repairs to ship-house S was \$3,666 70; the actual cost, \$3,605 10.

These works are useful improvements, and have been finished in a satisfactory manner. The excess of cost over the original estimates has been caused in some cases by modifications in the plans which were found necessary, and generally by the advance in the cost of materials and labor.

The works which have been in progress during the year, and which are not yet completed, are, dredging in front of dock-basin; wall connecting with dock-basin; drains, gutters, and pavements; tools for machinists and smiths; launching and hauling-up ways; extension of ship-house No. 4, and repairs of all kinds. These works have been vigorously prosecuted, and the progress made is satisfactory, and most of them will probably be completed before the next winter. The amounts expended during the year are: for labor, \$30,091 61; for materials, \$12,290 94; making a total of \$42,382 55.

Plans and estimates are submitted for the fiscal year ending June 30, 1857, for the following objects, viz: completing launching-ways to ship-house No. 4; pitch-house; removing ledge; anchor-hoy and tank; tools for machinists and smiths; timber-slip; fences; completion of extension of ship-house No. 4; dredging, and for repairs of all kinds; amounting in the aggregate to the sum of \$91,700.

These objects are all of importance, and their early construction is deemed highly necessary; the amount asked for completing the extension of ship-house No. 4 is to supply a deficiency in the original estimate for that work, which arose from the fact that, between the date of the estimate and the commencement of the work, there was an unexpected advance in the price of materials and labor.

#### BOSTON.

At this yard none of the improvements for which appropriations have been made were completed during the past year. The works which have been in progress, and which are not yet completed, are: rebuilding smithery; machine-shop; smithery; foundry and forge-shop; cooperage and packing-house; stone wall west side of timber dock; rebuilding battery and planking shear-wharf; boiler-house and chimney; new steam-engine and pumps for dry dock; extension of ship-house H and slip; and repairs of all kinds.

On the first four objects but little has been done except to collect materials, it having been deemed advisable to enlarge, to some extent, the size of buildings, and to devise a more convenient arrangement; this has been done, and a plan adopted which will furnish convenient means for the performance of a large amount of work in those departments, and render the establishment very complete. The other works have been urged forward with energy, and the progress made meets the approval of the bureau.

All necessary repairs have been put upon the several buildings in the yard; and the amount expended upon the above-enumerated objects during the past fiscal year is the sum of \$34,962 14.

Plans and estimates are submitted for the fiscal year ending June 30, 1857, for the following objects, viz: stone wall, and filling around machine-shop; battery and ordnance quay; paving between timber-sheds; copper and iron store and paint-shop; watch-house and stables; pile-wharf; gas-pipes and burners; clearing out timber dock; braiding-machine for ropewalk; dry dock engine, pumps and pump-room; fitting up room for hide-cutter; completing shear-wharf and battery; 3,000 bobbins for ropewalk; machine for block-shop; and for repairs of all kinds; amounting in the aggregate to the sum of \$153,850.

These works are all much needed, and a due regard to the interests of the service demands that they should be completed as soon as possible.

An additional estimate is submitted for the shear-wharf and battery, the original estimate being insufficient to meet the expense, owing principally to an advance in the price of materials, and enlarging the battery.

The original estimate for the dock engine was based upon the supposition that the old pumps would last some years longer; but upon a more critical examination it was found advisable to provide new pumps of a larger size and better arrangement. The amount allotted is insufficient to meet the expense, and an additional appropriation is required to complete that important work. It is believed that the engine and pumps now constructing will prove substantial, efficient, and very perfect machines.

#### NEW YORK.

During the past fiscal year the following works have been completed at this yard, viz: lightning-conductors; paving and flagging; extension of ship-house D and slip; filling in ponds and low places; lime-house; water-pipes; dredging channels; and repairs of all kinds. Upon these objects there has been expended during the year the sum of \$74,596 46.

The original estimate for the lightning conductors was \$500; the actual cost \$500.

The original estimate for paving and flagging was \$14,684 73; actual cost \$15,739 19.

The original estimate for the extension of ship-house D and slip was \$9,750; the actual cost \$9,750.

The original estimate for filling in ponds and low places was \$10,000; the actual cost \$12,680 84.

The original estimate for lime, pitch, and coal-house, was \$7,500; the actual cost \$7,499 69.

The original estimate for water-pipes was \$3,500; the actual cost \$3,417 58.

The original estimate for dredging channels was \$10,000; the actual cost was \$13,855 12.

The original estimate for repairs of all kinds was \$43,293 82; the actual cost \$43,658 17.

The apparent excess of expenditure over the estimates for paving



and flagging, filling in ponds and low places, dredging channels, and for repairs of all kinds, arises from the circumstance that the estimates for those objects are continuous, and a portion of the amounts appropriated for the present fiscal year was expended prior to the expiration of the last. The amounts appropriated for the other items have proved sufficient for their completion.

The improvements which have been in progress during the year, and which are not yet completed, are quay-wall, machinery for engine-house, smithery, timber-shed, saw-mill and machinery, foundry, and railing on wall. Most of these works are in a state of forwardness, and some of them will be completed before winter.

The amount expended upon the above objects during the year is \$165,990 35.

Plans and estimates are submitted for the fiscal year ending June 30, 1857, for the following objects, viz: store-house for provisions and purser's stores; coal-house, extending quay-wall, granite launching-ways for ship-houses D and E; timber-slip and dock, dredging channels, repairing cob-wharf, dry-dock, paving and flagging, improvement of new purchase, filling in low places, water-pipes, lightning conductors, extension of sewer, steaming-house, stable for commandant, heating saw-mill, and for repairs of all kinds, amounting in the aggregate to the sum of \$456,247. These objects are deemed highly necessary to place this important yard in a condition to meet the increasing demands upon it.

#### PHILADELPHIA.

At this yard during the past fiscal year, the following improvements have been completed, viz: extension of wharf No. 4, pavements, furnace for heating mast-hoops, steam-stove at boat-shed, addition to old steam-house, addition to engine-house, extension of ship-house F, watch-house, and repairs of all kinds. The amounts expended upon these objects during the year are, for labor \$10,679 95; materials \$14,102 11; making a total of \$24,782 06.

The original estimate for extending wharf No. 4, was \$11,100; the actual cost \$10,114.

The original estimate for paving was \$12,625; the actual cost \$12,453 77.

The original estimate for the hoop-furnace was \$230; the cost \$230.

The original estimate for the steam-stove was \$171; the actual cost \$78 03.

The original estimate for the addition to the steam-house was \$1,600; the actual cost \$1,596 93.

The original estimate for addition to the engine-house was \$1,300; the actual cost \$1,292 02.

The original estimate for extending slip F was \$4,425; the actual cost \$4,354 47.

The original estimate for the watch-house was \$588 84; the actual cost \$555 53.

The original estimate for repairs of all kinds was \$9,122 38; the

cost \$6,865 24; all the works having been completed within the amounts of the original estimates.

The works which have been in progress during the year, and which are not yet completed, are dredging channels, dry dock, and repairs of all kinds. The amount expended upon these objects is \$29,431 88, about one-half of which has been for repairs upon the floating dock, and that structure is now reported in good serviceable condition. The dredging-machine has been profitably employed during the season in dredging the site for working the dock, and such repairs have been put upon the existing improvements as are necessary for their proper preservation and protection.

Plans and estimates are submitted for the fiscal year ending June 30, 1857, for the following objects, viz: house for steam-stoves; two steam-stoves; dredging channel; repairs of dock, basin, and railway; new guard-house; offices and repairs of all kinds—amounting, in the aggregate, to \$64,520.

A portion of the building designed for a store-house is now used for officers, and great inconvenience is often experienced by the want of room for the stowage of articles in the charge of the navy storekeeper. It is, therefore, proposed to erect a new building for offices, that the navy store may be appropriated to the object for which it was erected. All the objects for which appropriations are asked are considered essential for the despatch of the public business. An estimate is submitted for the purchase of additional ground to extend the yard, as we have now to pay for dockage for vessels lying on the south side of the yard.

#### WASHINGTON.

During the past fiscal year the following improvements have been completed at this yard, viz: large slide-lathes; filling in old timber-dock; new saw-mill; ordnance foundry, and extension of ship-house and building-ways. The amounts expended upon these objects during the year are: for labor, \$32,269 78; for materials, \$22,237 59½—making a total of \$54,507 37½.

The original estimate for the large slide-lathes was \$33,299—the actual cost \$30,699 05½.

The original estimate for filling in timber-dock was \$26,911—the actual cost \$36,000.

The original estimate for the saw-mill was \$82,591—the actual cost \$86,491.

The original estimate for the ordnance foundry was \$10,000—the actual cost \$10,000. The original estimate for the extension of ship-house and building-ways \$22,160—the actual cost \$22,160.

The reasons for the excess of cost of the filling in and the saw-mill, over the original estimates, have been stated in former reports. With regard to filling in the timber-dock, the character of the work was such as to render it impossible to make a correct estimate of the cost; the filling was made upon a mud flat of large extent, and, in many places, the soft mud was very deep, so that it was difficult to foresee the amount of settlement that would take place before the filling reached the hard

bottom. The work is now completed and affords a large space for the stowage of timber and lumber, and has been of immense advantage during the past year; indeed, without this area, much difficulty would have been encountered for want of space to conduct the increased operations of this yard. The principal causes of the excess of cost of the saw-mill over the estimate were, the great difficulty in securing a proper foundation and a material advance in the price of labor and materials between the dates of the estimate and the completion. The building has been in use since October, 1854, and the mill has been constantly and profitably employed in sawing for the new steamer.

The works which have been in progress during the year, and which are not yet completed, are: marine railway; extension of boiler-shop; conversion of old ordnance to machine-shop; steam-engine, &c., for ordnance building; quay wall; removing shears; filling north of ordnance foundry; dredging channels; steam hammer and slotting machine; forge-shop; shoring ways in ship-house T; lining walls of slip; pavements; drains and gutters; grading and filling, and repairs of all kinds.

These works have all progressed rapidly, and most of them will be completed before the close of the season for such works. The amounts expended during the year upon the above objects are, for labor \$84,788 38½, for materials \$80,856—making a total of \$165,643 38½.

Plans and estimates are submitted for the fiscal year ending 30th June, 1857, for the following objects, viz: completing extension of boiler-shop; completing conversion of old ordnance to machine-shop; timber-shed; pavements, drains, and gutters; commander's house; grading and filling; dredging channels; extension of iron foundry; muster office; wall west side of yard; facing west side of yard; machinery, tools, &c.; purchase of land on east and west sides of yard, and for repairs of all kinds; amounting in the aggregate to the sum of \$377,888. All of these objects are deemed highly necessary for the accomplishment of the large amount of work required to be done at this station, and for the protection and preservation of the public property.

#### NORFOLK.

The general prevalence of the terrible pestilence with which this place has been visited during the past summer, has rendered it impossible for the bureau to obtain the usual annual reports and estimates in the proper and prescribed form, so that the condition of the works of improvement, or the amounts expended, cannot be stated. Up to the date of the appearance of this disease, the works had progressed rapidly and in a very satisfactory manner. The same cause which prevented the making of the reports, also precluded the possibility of preparing plans and detailed estimates for future works; the bureau, therefore, can only submit such general estimates as have been presented by the commandant, believing them all necessary and important, and in as good form as the extraordinary circumstances would

permit. They are for the following objects, to wit: for grading and draining yard; iron railway and cars; dredging channels; continuation of quay wall; timber-landing and slip at saw-mill; masting-shears; tools, engines, cranes, and lighters; completing extension of saw-mill; commencing ship-house No. 48; commencing victualling establishment, and for repairs of all kinds; amounting in the aggregate to the sum of \$262,500.

#### PENSACOLA.

The works completed at this yard during the past fiscal year, are rebuilding central wharf and wharves I and C, and new wall to cistern at store-house No. 26.

The amount expended on these works during the year is \$7,164 74.

The original estimate for the repairs of the wharves was \$13,600; the actual cost \$15,206 89.

The original estimate for the repairs of the cisterns was \$8,000; the actual cost \$8,622 90.

In both cases the excess of cost arose from an unexpected increase in the cost of materials.

The works of improvement which have been in progress, and which are not yet completed, are as follows, viz: permanent wharf, deep basin and dredging; extension of machine-shop, smoke-stack, &c.; rail-tracks in yard; pitch and oil houses; mooring-anchors, &c., for the floating dock; removing sunken caisson, and repairs of all kinds. The amount expended on these several objects during the year ending 30th June, 1855, is \$178,727 38. These works have progressed uninterruptedly, and have been prosecuted with energy; very extensive repairs have been put upon many of the buildings, and all the improvements are now reported in good condition.

Plans and estimates are submitted for the fiscal year ending 30th June, 1857, for the following objects, viz: for completing permanent wharf, deep basin and dredging; completing rail-tracks in yard; completing removal of sunken caisson; extension of granite wharf; launching-slip; dredging and pile piers in front of basin; masting-shears; kitchen for ordinary quarters; marine barracks; improving spar-pond; completing wharves, paint-shop, &c.; repairs of dock, basin, and railway, and for repairs of all kinds; amounting in the aggregate to the sum of \$297,084.

These objects are all of much importance, and it is believed that the amounts asked for them can be judiciously and economically expended during the fiscal year.

#### SAN FRANCISCO.

At this yard none of the permanent works have been completed. In commencing the works much time was necessarily consumed and expense incurred in erecting temporary shops and store-houses, and in collecting tools and materials, and organizing the different mechanical departments; these preparatory works and arrangements were prompt-

ly commenced and pushed forward with energy, and the permanent improvements for which appropriations were made have been commenced. They consist of a blacksmith shop, joiner's shop and timber shed, store-house, and wharf. Upon these objects there has been expended during the fiscal year the sum of \$252,594 89.

Notwithstanding the delays and difficulties naturally attending the construction of such works, under the circumstances, the work has progressed in a satisfactory manner; and although the yard is in its infancy, means have been provided for repairing such of the ships of the navy as have required repairs at that station during the past year. The blacksmith's shop is well advanced, three large wharves have been built, and an area of about 94,500 square feet filled in to a depth of nine feet from the excavation required to reduce the building sites to a proper grade.

Plans and estimates are submitted for the fiscal year ending June 30, 1857, for the following objects, viz: iron and copper store; plumber's, coppersmith's, and tinner's shops; four houses for officers; steam-box; pitch kettles; cisterns; wharf with stone wall 200 feet; saw-mill; artesian well; grading; completing storehouse, joiner's shop, and timber shed; smithery and wharf—amounting to \$508,200; and for the amount necessary to complete the contract for the basin and railway, \$305,000.

There are no accommodations for officers in the vicinity of the yard, and it is therefore highly necessary that quarters should be provided for them without delay, their presence at all times being required for the protection of the public property. The other items are all important to place the yard in a condition to meet the demands upon it.

#### SACKETT'S HARBOR.

The amount appropriated for repairs at this station has been expended in the repairs of the several buildings, wharves, and fences, and they are now in good condition; for the next fiscal year no further appropriation will be required.

#### DRY DOCKS.

The balance floating dock, basin, and railway at Portsmouth, New Hampshire, are in good condition; some dredging in front of the basin remains to be executed before sufficient water can be obtained for docking large ships, and an amount for that purpose is embraced in the estimates for that yard.

The stone dry dock at Boston continues in good order, and has been in constant use during the past year. The engine and pumps for draining this dock, having been in use about twenty-two years, are so nearly worn out as to require to be renewed. An appropriation was made by the last Congress for a new engine, and a contract has been entered into with Woodruff & Beach, of Hartford, Connecticut, for the construction of an engine and pumps on an approved plan, and of greater power and capacity than the old machinery. Considerable

progress has been made with the works, and, when completed, it is probable that this dock and its appurtenances will require no further important repairs in the next twenty years.

The stone dry dock at New York is also in good condition; a large number of vessels have been docked during the year; the gates of this dock require some repairs and a coat of paint.

The sectional floating dock, basin, and railway at Philadelphia has been extensively repaired during the past year; the works are now in good order, and several vessels have been taken out upon this dock during the season.

The stone dry dock at Norfolk, like that at Boston, has been in very constant use during the past twenty-two years; the main parts of the dock continue in a good state of preservation, and require no important repairs. The engine and pumps, however, are in much the same state as those at Boston, and require renewing. Woodruff & Beach, of Hartford, Connecticut, who have the contract for the Boston work, are also engaged in constructing an engine and pumps for this dock, similar to those for Boston; the work is in progress, and will probably be completed at an early day, when the dock may be considered good for twenty years, without material cost.

Since the last annual report, another test has been applied to the balance floating dock, basin, and railway, at Pensacola. The contractors furnished, at their own expense, a very large and heavy merchant ship for the purpose, which ship being satisfactory to the department, the test was made in presence of the board of officers appointed to witness the operation. The ship was raised by the dock, taken on shore, and again returned to her element in a successful manner, and the operations proving satisfactory to the department, the works have been received. The structures are now in pretty good condition, but as the climate of Pensacola is such as to cause rapid deterioration in wooden structures exposed to the weather, it may reasonably be expected that the future repairs will be heavy.

The sectional floating-dock at San Francisco has been completed, with the exception of two sheets of sheathing copper in width on the upper works; and in accordance with the act of Congress, dated 21st day of July, 1852, it has been leased to the contractors.

This dock has been in successful operation during the past year; several naval ships have been raised and repaired upon it, and the proprietors of the Pacific Mail Steamship Company have availed themselves of the opportunity of repairing their heavy steamers upon it.

The basin and railway to be used in connexion with the sectional dock at San Francisco has been in progress during the past year, and the work is well advanced towards completion.

An amount sufficient to complete the contract for this object has been embraced in the estimates for that yard.

## NAVAL ASYLUM.

This institution has been conducted in a highly satisfactory manner during the past year, and the beneficiaries have generally deported themselves correctly. Some irregularities are chiefly induced by a too free use of liquor, which it is difficult entirely to guard against. The number of applicants to its privileges are annually increasing.

There are now in the asylum one hundred and sixty-nine persons, including officers and attendants. During the past year twenty beneficiaries have been received; seventeen have died, and four have been dismissed from the institution for open violation of its established rules.

The expenses of the establishment have been charged to <i>hospital fund</i> .	
For subsistence.....	\$14 300 60
For clothing .....	7,105 86
For miscellaneous items.....	5,180 93
	<hr/>
	26,587 39
To <i>Pay</i> .—For pay of officers and attendants.....	15,696 00
To <i>Navy Hospital</i> .—For repairs and improvements of the grounds and buildings.....	8,061 95
	<hr/>
	<u>50,345 34</u>

I respectfully recommend, as I have heretofore done, that a yearly stipend to the decrepit and worn-out veterans of the navy be granted by Congress in lieu of the asylum, which would be much more satisfactory to them, and certainly less expensive to the country.

## TIMBER AGENCIES.

Since my last annual report the timber agents have generally conducted themselves satisfactorily, and have exhibited a commendable zeal in the discharge of their duties. Some reservations have been made of valuable lands in Florida, upon which are growing live-oak and cedars suitable for naval purposes.

Notwithstanding the vigilance exercised by the agents, a considerable amount of timber has been appropriated to private use, and the cupidity of speculators has made it an article of export to foreign countries.

Under instructions from the bureau the agents have been authorized to compromise with the depredators when any doubt may exist about recovering damages through the ordinary process of law. Great caution has to be exercised in seizing timber and prosecuting depredators. It is found difficult to procure convicting evidence against trespassers.

The two agencies in Alabama have been discontinued for the present. There are supposed to be nine millions of acres of public lands remaining unsold in that State; upon much of which is valuable timber, which it is desirable to have preserved from depredation and kept for the use of the navy.

These timber agencies constitute an onerous charge upon the appro-

priation for "increase and repairs," exceeding the amount of the receipts from timber seized and compromises made. I would suggest the propriety of making a separate appropriation for their support.

All of which is respectfully submitted.

JOS. SMITH.

BUREAU OF YARDS AND DOCKS, *October 12, 1855.*

*Schedule of the papers which accompany the report of the chief of the Bureau of Yards and Docks to the Secretary of the Navy, for the fiscal year ending 30th June, 1857.*

Y. & D.—A.—General estimate from yards and docks.

Y. & D. No. 1.—Estimate for the support of the bureau.

Y. & D. No. 2.—Estimate for recruiting stations.

Y. & D. No. 3.—Estimate for officers and others at yards and stations.

Y. & D. No. 4.—Statement showing the sums which make up the first and second items in paper Y. & D.—A.

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

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

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

BUREAU OF YARDS AND DOCKS,  
*October 12, 1855.*

Y. & D.—A.

*General estimate from the Bureau of Yards and Docks for the year ending June 30, 1857, in addition to balances remaining unexpended July 1, 1856.*

Objects.	Estimated for the year ending June 30, 1857.	Estimated for the year ending June 30, 1856.
1. For the pay of commission, warrant and petty officers, (see paper Y. & D. No. 4) .....	\$272, 196 00	\$266, 860 00
2. For the pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations, (see paper Y. & D. No. 4).....	125, 762 00	124, 480 00
3. For improvements and necessary repairs at yards and stations, (see paper Y. & D. No. 5).....	2, 522, 989 00	2, 160, 072 00
4. For hospital buildings and their dependencies, and the Naval Asylum, (see paper marked Y. & D. No. 6).....	84, 400 00	53, 398 00



Y. & D.—A—Continued.

Objects.	Estimated for the year ending June 30, 1857.	Estimated for the year ending June 30, 1856.
5. For magazines and their dependencies, (see paper Y. & D. No. 7).....	\$142,600 00	\$180,000 00
6. For contingent expenses that may accrue during the fiscal year, for the following purposes, viz: for the freight and transportation of materials and stores for yards and docks; for printing and stationery; for books, maps, models, and drawings; for purchase and repair of fire-engines; for machinery of every description, and the patent right to use the same; for the repair of steam-engines, and attendance on the same in navy-yards; for the purchase and maintenance of horses and oxen, and driving teams; for carts, timber-wheels, and workmen's tools of every description and repairing the same; for postage of letters on public service; for furniture for government houses; for coals and other fuel; for candles and oil for use of navy-yards and stations; for cleaning and clearing up yards; for flags, awnings, and packing-boxes; for watchmen; and for incidental labor at navy-yards not applicable to any other appropriation.....	441,750 00	443,048 00
	3,589,717 00	3,227,858 00

BUREAU OF YARDS AND DOCKS, *October 12, 1855.*

Y. & D.—No. 1.

*Estimate of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending 30th June, 1857.*

For salary of the chief of the bureau, per act of 31st August, 1842, Statutes at Large, vol. 5, ch. 286, sec. 3, p. 579..	\$3,500 00
For salary of chief clerk (4th class) per act of 3d March, 1853, Statutes at Large, pamphlet edition, ch. 97, sec. 3, p. 210.....	1,800 00
For salaries of five clerks, including draughtsmen (four of 2d class and one of 1st class,) per act of 3d March, 1853, pamphlet edition Statutes at Large, ch. 97, sec. 3, p. 210; and act of 22d April, 1854, pamphlet edition Statutes at Large, ch. 52, sec. 1, p. 276.....	6,800 00
For salary of messenger, per act of 31st of August, 1842, Statutes at Large, vol. 5, ch. 286, sec. 6, p. 580; act of 22d April, 1854, pamphlet edition Statutes at Large, ch. 52, sec. 2, page 276; and act of 4th August, 1854, pamphlet edition Statutes at Large, ch. 242, sec. 6, p. 572.....	840 00

For wages of two laborers, per act of 4th August, 1854, pamphlet edition Statutes at Large, ch. 242, sec. 6, p. 572.....	\$1,152 00
For salary of civil engineer, to do the duty of constructing engineer of the navy yard at Washington also, per act of 31st of August, 1842, Statutes at Large, vol. 5, ch. 286, sec. 3, p. 580; and act of 3d March, 1855, pamphlet edition, ch. 175, p. 652.....	3,000 00
	<u>17,092 00</u>
Appropriated for the year ending 30th June, 1856.....	<u>\$17,092 00</u>

*Contingent expenses.*

For stationery, books, plans, drawings, and incidental labor.....	\$800 00
Appropriated for the year ending 30th June, 1856.....	<u>\$800 00</u>

*Submitted.*

One clerk, third class.....	<u>\$1,600 00</u>
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BUREAU OF YARDS AND DOCKS,  
October 12, 1855.

## Y. &amp; D.—No. 2.

*Estimate of the pay of the officers attached to the recruiting stations for the year ending June 30, 1857, if no alteration is made in the number of stations.*

Rank.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New Orleans.	Total.	Aggregate amount.
Commanders.....	1	1	1	1	1	1	6	\$12,600 00
Lieutenants.....	1	1	1	1	1	1	6	9,000 00
Surgeons.....	1	1	1	1	1	1	6	10,500 00
Passed midshipmen.....	1	1	1	1	1	1	6	4,500 00
Total.....	4	4	4	4	4	4	24	36,600 00

BUREAU OF YARDS AND DOCKS, October 12, 1855.

Y. & D.—No. 3.

*Estimate of the pay of officers and others at navy yards and stations for the fiscal year ending June 30, 1857.*

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
<b>NAVAL.</b>			
1	Captain.....	\$3,500	
1	Commander.....	2,100	
1	Lieutenant.....	1,500	
1	Master.....	1,000	
1	Surgeon.....	1,800	
1	Purser.....	2,000	
1	Chaplain.....	1,500	
1	Passed midshipman.....	750	
1	Boatswain.....	700	
1	Gunner.....	700	
1	Carpenter.....	700	
1	Sailmaker.....	700	
1	Purser's assistant, when performing duties of clerk also...	750	
1	Steward, (surgeon's).....	360	
			<b>\$18,060</b>
<b>ORDINARY.</b>			
1	Passed midshipman.....	750	
1	Carpenter's mate.....	228	
11	Seamen, at \$180 each.....	1,980	
6	Ordinary seamen, at \$144 each.....	864	
			<b>3,822</b>
<b>CIVIL.</b>			
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.....	456	
			<b>12,056</b>
Total.....			<b>33,938</b>

BOSTON.

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

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

BOSTON—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) .....	480	
1	Steward (surgeon's) .....	480	
	<b>HOSPITAL.</b>		<b>\$22,610</b>
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	
	<b>CIVIL.</b>		<b>5,262</b>
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 .....	456	
	Total .....		<b>14,816</b>
			<b>42,688</b>
	NOTE.—The surgeon of the yard is 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) .....	480	
1	Steward (surgeon's) .....	480	
			\$22,610
	<b>HOSPITAL.</b>		
1	Surgeon .....	2,250	
2	Assistant surgeons, at \$1,150 each .....	2,300	
1	Hospital steward .....	480	
1	Matron .....	204	
4	Nurses, at \$180 each .....	720	
2	Washers, at \$144 each .....	288	
2	Cooks, at \$168 each .....	336	
1	House-cleaner .....	144	
1	Messenger .....	144	
1	Gate-keeper .....	360	
1	Gardener .....	276	
1	Porter .....	180	
2	Watchmen, at \$240 each .....	480	
1	Engineer for steam-pump .....	360	
			8,522
	<b>LABORATORY.</b>		
1	Surgeon, director of laboratory .....	2,250	
1	Assistant surgeon .....	1,150	
			3,400
	<b>CIVIL.</b>		
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 .....	456	
			15,316
	<b>Total</b> .....		<b>49,848</b>
	<p>NOTE.—The surgeon of the yard is to attend to the marines also.</p>		

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

PHILADELPHIA.

No.	Officers, &c.	Pay.	Aggregate.
<b>NAVAL.</b>			
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).....	480	
1	Steward (surgeon's).....	360	
			<b>\$18,540</b>
<b>HOSPITAL.</b>			
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	
			<b>4,612</b>
<b>NAVAL ASYLUM.</b>			
1	Captain.....	3,500	
1	Commander.....	2,100	
1	Lieutenant.....	1,500	
1	Chaplain.....	1,500	
1	Secretary.....	900	
1	Carpenter.....	800	
1	Steward to the asylum.....	480	
1	Purser's assistant, when performing duties of clerk also....	750	
1	Matron.....	204	
4	Washers, at \$108 each.....	432	
1	Cook.....	168	
2	Cook's assistants, one at \$120, and one at \$96.....	216	
4	Laundresses, at \$103 each.....	432	
8	Scrubbers and house cleaners, at \$96 each.....	768	
4	Laborers.....	288	
1	Master-at-arms.....	300	
1	Ship's corporal.....	240	
			<b>14,578</b>
<b>CIVIL.</b>			
1	Storekeeper.....	1,500	
1	Naval constructor.....	2,600	
1	Superintendent of floating dock and machinery.....	1,000	

Y. & D. No. 3—Continued.

PHILADELPHIA—Continued.				
No.	Officers, &c.	Pay.	Aggregate.	
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 .....	900		
1	Clerk (2d) to the storekeeper .....	750		
1	Clerk to the naval constructor .....	800		
1	Porter .....	456		
Total .....				\$12,416
				50,146

NOTE.—Surgeon of the yard is to attend the marines also.

WASHINGTON.

WASHINGTON.				
NAVAL.				
1	Captain .....	3,500		
1	Commander .....	2,100		
1	Lieutenant .....	1,500		
1	Master .....	1,000		
1	Surgeon .....	1,800		
1	Purser .....	2,500		
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) .....	480		
				18,730
ORDINARY.				
1	Passed midshipman .....	750		
1	Boatswain's mate .....	228		
1	Carpenter's mate .....	228		
10	Ordinary seamen, at \$120 each .....	1,200		
			2,406	
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 .....	1,200		
1	Clerk (2d) to the storekeeper .....	900		
1	Steam engineer and machinist .....	2,000		
1	Master tank and cambouse maker .....	1,250		

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

WASHINGTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Master chain-cable and anchor maker.....	\$1,250	
1	Pyrotechnist.....	1,500	
1	Keeper of the magazine.....	480	
1	Porter.....	456	
	Total.....		\$17,596
			38,732
	NOTE.—The surgeon of the yard is to attend the marines also.		

NORFOLK.

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	Gunner, keeper of magazine.....	800	
	Clerk to the purser.....	750	
	Steward (purser's).....	480	
1	Steward (surgeon's).....	480	
			26,010
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	



Y. & D. No. 3—Continued.

NORFOLK—Continued.

No.	Officers, &c.	Pay.	Aggregate.
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.....	456	
			\$15,466
	Total.....		48,024

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

PENSACOLA.

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).....	480	
1	Steward, (purser's).....	480	
			21,810
ORDINARY.			
1	Lieutenant.....	1,500	
1	Carpenter's mate.....	228	
2	Boatswains' 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	

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

PENSACOLA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Baker.....	\$420	
1	Carter.....	144	
1	Messenger.....	168	
3	Watchmen, at \$360 each.....	1,080	
1	Gardener.....	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	
1	Clerk (2d) to the storekeeper.....	900	
1	Clerk (3d) to the storekeeper.....	750	
1	Porter.....	456	
Total.....			\$8,274
Total.....			15,866
Total.....			59,402
<p>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.</p>			

SAN FRANCISCO.

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

## Y. &amp; D. No. 3—Continued.

## SACKETT'S HARBOR.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Commander .....	\$2,100	\$3,100
1	Master .....	1,000	
Total .....			3,100

## RECAPITULATION.

Yards.	Naval.	Ordinary	Hospital.	Asylum.	Laboratory.	Civil.	Aggregate.
Portsmouth, N. H. ....	\$18,060	\$3,822	.....	.....	.....	\$12,056	\$33,938
Boston .....	22,610	.....	\$5,262	.....	.....	14,816	42,688
New York .....	22,610	.....	8,522	.....	\$3,400	15,316	49,848
Philadelphia .....	18,540	.....	4,612	\$14,578	.....	12,416	50,146
Washington .....	18,730	2,406	.....	.....	.....	17,596	38,732
Norfolk .....	26,010	.....	6,548	.....	.....	15,466	48,024
Pensacola .....	21,810	13,452	8,274	.....	.....	15,866	59,402
San Francisco .....	13,250	.....	.....	.....	.....	22,250	35,500
Sackett's Harbor ....	3,100	.....	.....	.....	.....	.....	3,100
Total .....	164,720	19,680	33,218	14,578	3,400	125,782	361,378

BUREAU OF YARDS AND DOCKS, October 12, 1855.

## Y. &amp; D.—No. 4.

*Statement showing the several sums which make up the amounts of the first and second items in the general estimate from the Bureau of Yards and Docks, for the year ending June 30, 1857, marked Y. & D.—A.*

## FIRST ITEM.

For recruiting stations .....	\$36,600
For naval branch at yards and stations .....	164,720
For hospital branch at yards and stations, including asylum at Philadelphia, and the laboratory at New York .....	51,196
For ordinary branch at yards and stations .....	19,680
	272,196

## SECOND ITEM.

For the civil branch at all the yards and stations..... \$125,782

BUREAU OF YARDS AND DOCKS,  
October 12, 1855.

## Y. &amp; D.—No. 5.

*Estimate of the amount that will be required towards the construction and completion of works and for the current repairs at the several navy yards, for the fiscal year ending June 30, 1857.*

## PORTSMOUTH, N. H.

For launching-ways of ship-house No. 4; pitch-house; removing ledge; anchor-hoy and water-tank; tools for machinists and smiths; timber slip; dredging; fences; extension of ship-house No. 4; repairs of all kinds ..... \$97,700

## BOSTON.

For stone wall and filling around machine-shop; battery and ordnance quay; paving; copper and iron store and paint loft; watch-house and stables; pile-wharf; gas-pipes and burners for yard and officers' quarters; cleaning out timber-dock; braiding-machine, fittings for hide-cutter, bobbins for ropewalk, and strop-gauging machine for block-shop; dry-dock engines (deficiency); completing shear-wharf; and for repairs of all kinds..... 153,850

## NEW YORK.

For store-house; coal-house; quay-wall; launching-ways in ship-houses D and E; timber slip and dock; dredging channels; repairs of cob-wharf; dry dock; paving and flagging; heating saw-mill; improving new purchase; filling low places; water-pipes; lightning-conductors; extending sewer; steaming house; stable for commandant's house; and for repairs of all kinds..... 456,247

## PHILADELPHIA.

For steam-house and stoves; dredging channels; repairs of dock, basin and railway; guard-house; offices; and repairs of all kinds..... 64,520

Submitted for extending yard, \$85,000.

## WASHINGTON.

For completing extension of boiler-shop; completing conversion of old ordnance to machine-shop; timber-shed; pavements; drains and gutters; commander's house; grading and filling; dredging; extension of iron foundry; muster-office; wall west side of yard; facing west side of yard; machinery, tools, &c.; purchase of land; and for repairs of all kinds..... \$377,888

## NORFOLK.

For grading and draining; iron railway and cars; dredging; continuing quay-wall; timber landing and slip at saw-mill; masting-shears; engines, tools, cranes, and lighters; completing and extending saw-mill; commencing ship-house No. 48; commencing victualling establishment; and for repairs of all kinds..... 262,500

## PENSACOLA.

For completing permanent wharf, deep basin, and dredging; completing rail-tracks; completing removal of sunken caisson; extending granite wharf; ship-house; launching-slip; dredging and piers in front of basin; mast-shears; kitchen to ordinary quarters; marine barracks; improving spar-pond; repairs of dock, basin and railway; completing wharves; paint-shop, &c.; and for repairs of all kinds.. 297,084

## SAN FRANCISCO.

For iron and copper store; plumbers', coppersmiths', and turners' shops; four houses for officers; steam-box; pitch-kettles; cistern; wharf, with stone wall; saw-mill; artesian well; grading; completing smithery, joiners' shop, and timber-shed; store-house and wharf..... 508,200  
For completing basin and railway ..... 305,000

## RECAPITULATION.

Portsmouth, N. H..... \$97,700  
Boston..... 153,850  
New York..... 456,247  
Philadelphia..... 64,520  
Washington..... 377,888  
Norfolk..... 262,500  
Pensacola..... 297,084  
San Francisco..... 813,200

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2,522,989

## Y. &amp; D.—No. 6.

## HOSPITALS.

*Estimate of the amount that will be required towards the construction and completion of works and for the current repairs at the several Naval Hospitals, for the year ending June 30, 1857.*

## BOSTON.

For surgeon's house, and for repairs of all kinds..... \$16,750

## NEW YORK.

For brick building, machinery, and fixtures for warming and ventilating hospital; for filling and grading cemetery; repairs of laboratory buildings; repairs of all kinds.... 20,650

## NAVAL ASYLUM, PHILADELPHIA.

For wall on south side of Shippen street; excavating, grading, paving, and curbing on Shippen street; painting and repairing main building, governor's and surgeon's houses; iron railing for southwest wall; repairs of furnaces, grates, furniture; cleaning and whitewashing; gas; water rent; and miscellaneous repairs..... 22,500

## NORFOLK.

For repairs of all kinds..... 6,000

## PENSACOLA.

For wall around burial ground; steam-boiler, pump, and reservoir; draining and filling ponds; and for general repairs..... 18,500

## RECAPITULATION.

For Boston.....	\$16,750
For New York.....	20,650
For Philadelphia, (asylum).....	22,500
For Norfolk.....	6,000
For Pensacola.....	18,500
	<hr/>
	84,400
	<hr/> <hr/>

## Y. &amp; D.—No. 7.

## MAGAZINES.

*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 June 30, 1857.*

## PORTSMOUTH, N. H.

For ordnance building; shell-house for loaded shells; gun-skids and shot-beds.....	\$40,000
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## BOSTON.

For repairs of all kinds.....	1,000
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## NEW YORK.

For altering gunner's to store-house; shot-beds, skids, &c.; powder-boat; dredging; and repairs of all kinds.....	16,000
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## WASHINGTON.

For iron shed for ordnance purposes.....	22,000
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## NORFOLK.

For commencing ordnance workshop; repairs of wall at Fort Norfolk; shot-beds, gun-skids, and crane; new machinery, tools, &c.....	61,000
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## PENSACOLA.

For brick wall round shell-house; and for current repairs..	2,600
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## RECAPITULATION.

For Portsmouth, N. H.....	\$40,000
For Boston.....	1,000
For New York.....	16,000
For Washington.....	22,000
For Norfolk.....	61,000
For Pensacola.....	2,600
	142,600

## No. 3.

## BUREAU OF ORDNANCE AND HYDROGRAPHY,

*September 15, 1855.*

SIR: I have the honor to forward herewith estimates of the amounts supposed to be necessary to meet the expenditures that will be required for the fiscal year ending June 30, 1857, for "ordnance" and other articles connected with the armament of the navy; for hydrographical purposes, and other objects under the immediate direction of the superintendent of the Naval Observatory and Hydrographical Office, and for the Naval Academy.

The estimate for ordnance purposes is considerably less than was appropriated for the present year, and is predicated upon the existing force. Should any new vessels be authorized, an additional amount sufficient for the purchase of their armaments and ordnance equipments will be required.

The muskets now used in the navy are of the army pattern. After satisfactory experiments, the War Department proposes to rifle the army muskets, and fit them for the use of elongated balls, by which to increase their range and accuracy. These advantages, as well as that of retaining uniformity in this arm for both branches of the service, have induced an estimate to cover the probable expense of altering those belonging to the navy, in addition to the amounts required to purchase carbines, pistols, and other arms of improved patterns, to meet the wants of the service.

Experience having shown that the gunpowder which has been made for the navy retains its strength for a long time, it is deemed expedient to keep as much on hand as the magazines will accommodate, and estimates for such supply have been made.

Further provision is still required at some of the navy yards for the more convenient preparation and better preservation of ordnance stores, and estimates for them have been furnished to the Bureau of Yards and Docks.

Contracts have been made for the cannon that are required for arming the propeller frigates which are now being built, but none of the guns have yet been received. Many of the shells have been cast and fitted for them with great care at the navy yard, Washington.

The reports from the commanders of cruising squadrons and single vessels indicate increased attention on the part of the officers to the general preparations for battle, and to the special instruction of the men in practical gunnery, and afford evidence that the armaments and ordnance equipments of the vessels are generally efficient and satisfactory.

The letter from the superintendent of the Naval Observatory and Hydrographical Office of July 17, 1855, gives his reasons for the increase of the estimate beyond the appropriation for the present year, under the head of keeping grounds in order, and for other contingent expenses. These reasons will doubtless be deemed sufficient to justify a request for the additional amount.



The general prevalence of intermittent fevers among the persons employed at the observatory calls for some attempt to weaken, if not to remove the supposed cause of the disease. It is proposed to plant a belt of trees near to the observatory, and between that building and the river, that they may intercept at least a portion of the miasma from the latter to which the building is now exposed without any protection. The suggestion of the superintendent to fill up the marshes or shoals in the river, would, if adopted, no doubt be a more effectual remedy; but the variety of interests which would be affected by the adoption of such a measure, and the large expenditure which it would require, prevent the bureau from doing more than to call attention to the suggestion.

The views of the superintendent of the observatory in relation to the importance of the wind and current charts and sailing directions, the progress already made in their publication, and the additions still proposed, together with his suggestions for systematical meteorological observations on the land, will be found in his letters of the 17th and 30th of July, 1855, of which copies are annexed.

The superintendent of the Naval Academy urges reasons for still desiring an additional house, as quarters for two of the officers. The bureau fully concurs in the opinion that the public interests will be promoted by providing for the residence of all the officers of the institution within the enclosure of the academy grounds; and is also of the opinion that the quarters heretofore erected, and which have been brought nearly into the centre of the grounds by the late additions, should be removed to the new positions proposed for them, as early as Congress will authorize the necessary expenditure.

A boat-house is indispensable for the proper preservation of the boats of the establishment, and the plan proposed for it is approved by the bureau.

A substantial road to connect the points proposed by the superintendent is very desirable to facilitate the transportation and distribution of articles required in the establishment. The sum now estimated will be used to form the bed of it, preparatory to covering hereafter with broken stone, or paving it, if it should be authorized.

The special reports of the superintendent of the academy, as well as the report of the Board of Examiners that attended the last annual examination of the students, afford satisfactory evidence of the state of its discipline, of the judicious course of studies pursued, and of the advantages which the acting midshipmen derive from them. The service of the students in the practice-ship, which is now employed visiting the principal ports of our coast eastward of the Chesapeake, will furnish them with local information of much value, and without materially interfering with their acquisition of practical knowledge in seamanship and navigation.

The substitution of a larger vessel, fitted with auxiliary steam-power, for the present sailing-ship, has been heretofore proposed and recommended by the superintendent, the boards of examiners, and the bureau. This subject is again brought to your notice, not only as a means for giving valuable information in the use of steam machinery

to the students at the academy during their annual cruises, but that the vessel may at other times be used for giving some instruction to officers and others in practical gunnery. Although some officers are now assigned to ordnance duties in navy yards, their attention is of necessity given principally to the preparation of armaments, and not to ascertain practically how they may be used with greatest advantage and effect in our ships, a kind of knowledge which it is important to diffuse in our service as early and as widely as practicable.

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, 1857.*

For what objects.	Amount estimated for year ending June 30, 1857.	Amount appropri- ated for year end- ing June 30, 1856.
A.—Pay and contingent expenses of the bureau .....	\$13,066 00	\$13,066 00
B.—Pay of officers on ordnance duty .....	24,100 00	20,700 00
C.—Ordnance and ordnance stores .....	221,000 00	540,000 00
F.—Purchase of articles, and incidental expenses connected with the Naval Observatory and Hydrographical Office .....	68,160 00	61,760 00
G.—Pay of superintendent and officers on duty at the Naval Ob- servatory and Hydrographical Office .....	37,000 00	36,200 00
H.—Erection, repair, &c., of buildings, and for contingent ex- penses at the Naval Academy .....	39,595 22	48,044 22
I.—Pay of officers, &c., at the Naval Academy .....	93,781 00	91,914 00
Total .....	496,702 22	811,714 22

D.—Statement of value of stores on hand, and value received and expended from July 1, 1854, to June 30, 1855.

E.—Statement of amount and cost of labor from July 1, 1854, to June 30, 1855.

J.—Statement of contracts for year ending June 30, 1855.

C. MORRIS,  
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,  
September 15, 1855.

A.

*Estimate of the amount required for the support of the Bureau of Ordnance and Hydrography for the year ending June 30, 1857.*

For salary of chief of the bureau, per act of August 31, 1842, vol. 5, section 3, page 579 .....	\$3,500 00
For salary of one 4th class clerk, per act of March 3, 1853, pamphlet edition of laws, section 3, page 111. ....	1,800 00
For salary of four 2d 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 act 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, 1856.....	<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, 1856.....	<u>\$750 00</u>

C. MORRIS,  
*Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,  
*September 15, 1855.*

B.

*Estimate of pay required for officers proposed to be employed on ordnance duty for the year ending June 30, 1857.*

One captain, as inspector.....	\$3,500 00
One commander, as assistant inspector .....	2,100 00

One lieutenant, as assistant inspector, charged with experiments in gunnery at the Washington navy yard..	\$2,500 00
Ten lieutenants, at \$1,500 each .....	15,000 00
One master.....	1,000 00
	<hr/>
	24,100 00
Amount appropriated for year ending June 30, 1856.	20,700 00
	<hr/>
Excess.....	3,400 00
	<hr/> <hr/>

This difference is caused by estimating for one commander instead of two, and for three additional lieutenants and one master.

C. MORRIS,  
*Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,  
*September 15, 1855.*

C.

*Estimate of the amounts that will probably be required for ordnance and ordnance stores, for labor, and for contingent expenses, for the year ending June 30, 1857.*

For gun-carriages and gun-carriage timber.....	\$30,000 00
For boat and field-guns .....	17,500 00
For altering present muskets, for purchase of other small-arms, and for laboratory stores.....	50,000 00
For powder-tanks.....	18,000 00
For the purchase of gunpowder.....	35,000 00
For labor at navy yards besides that included above in the cost of articles .....	50,000 00
For freight and transportation, printing, and contingent expenses of all kinds for ordnance purposes.....	20,500 00
	<hr/>
	221,000 00
	<hr/> <hr/>
Amount appropriated for year ending June 30, 1856.	\$540,000 00

If any increase to the existing force should be authorized, an additional amount beyond this estimate will be required to procure the ordnance and ordnance equipments and stores for it.

C. MORRIS,  
*Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,  
*September 15, 1855.*

## D.

*Statement of cost or estimated value of stores on hand at the several navy yards, July 1, 1854; of articles received and expended from June 30, 1854, to June 30, 1855; and of those remaining on hand July 1, 1855, which are under the direction of the Bureau of Ordnance and Hydrography.*

Navy yards.	On hand, July 1, 1854.	Receipts.	Expenditures.	On hand, July 1, 1855.
Portsmouth .....	\$90,895 97	\$38,989 37	\$4,567 72	\$125,317 62
Boston .....	512,292 17	97,750 80	89,097 68	520,975 89
New York .....	593,794 37	99,197 78	176,831 56	516,160 59
Philadelphia.....	37,126 53	14,546 81	13,968 06	37,705 28
Washington.....	156,626 64	94,765 75	104,309 70	147,082 69
Norfolk .....	480,197 13	*108,831 85	*63,498 87	*525,930 87
Pensacola.....	136,421 49	6,843 23	42,383 82½	102,285 89½
On the lakes .....	38,746 48	.....	.....	38,746 48
<b>Total.....</b>	<b>2,046,489 78</b>	<b>460,930 57</b>	<b>494,256 81½</b>	<b>2,104,175 21½</b>

\* Made up to June 1, 1855. Owing to sickness at Norfolk, there is no return for June.

C. MORRIS,  
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,  
September 15, 1855.

## E.

*Statement of the number of days' labor, and cost thereof, from July 1, 1854, to July 1, 1855, 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 .....	2,423	\$1,671 67	\$1 93
Boston .....	8,104	13,880 58	1 71
New York .....	7,649	11,758 29	1 53
Philadelphia.....	1,694½	2,954 15	1 74
Washington.....	34,505½	57,804 66	1 67½
Norfolk .....	16,989½	30,832 05	1 81
Pensacola.....	414	718 10	1 73
<b>Total .....</b>	<b>71,779½</b>	<b>122,619 50</b>	<b>1 70</b>

C. MORRIS,  
Chief of Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,  
September 15, 1855.

## U. S. N. OBSERVATORY AND HYDROGRAPHICAL OFFICE,

*Washington, July 17, 1855.*

SIR: I have the honor to submit herewith estimates for the support of this office for the year ending June 30, 1857.

The estimates for the regular items of expenditure call for \$6,400 more than the appropriations for the current year allow.

This arises in part from the increasing demands upon the office for the publication of charts and other hydrographical information that it receives, as well from the navy as from other sources; and in part, also, from the necessity of improving the health of the place by bringing the grounds into a higher state of cultivation, and increasing the growth and number of trees between it and the marshes at the foot of the hill, which are supposed to be the seat of the unwholesome vapors.

The experience derived from a residence here of ten years, satisfies me that the public service would be benefited by filling up the marshes in the river below, or by removing the observatory beyond the reach of their noxious influences.

The observers, the watchmen, and all those whose duties expose them to the night air, suffer every summer and fall from the attacks of bilious and intermittent fevers. Those who reside on the grounds are never in any part of the year exempt from these attacks. I speak from painful personal experience, for in my own person and family the sufferings from this cause have been severe.

I am compelled, at much inconvenience, both public and private, to abandon the place for two or three months every year; but seldom do the duties of the office permit me to go until the seeds of disease have taken root; then the summer, go where I may, becomes one of sickness and prostration. I have already been laboring under attacks of fever and ague this summer; and never, during the last ten years, has the family been free from this disease or its insidious effects.

There is a range of marshes covered with grass, now visible at low water, extending from the foot of E street (which bounds the grounds of the observatory on the north) to the arsenal. There is a channel-way on each side of these marshes—one leading to Georgetown, the other by the arsenal, the city wharves of Washington, and so into the mouth of the Tiber.

By filling up this marsh the cause of disease would be removed; the city would be furnished with the most extensive and commodious wharfage front imaginable; and it is believed that the value of the land thus reclaimed would be more than sufficient to cover the cost of reclamation. It is a subject in the highest degree worthy of further examination and inquiry, for other branches of the public service, indeed large and important portions of the city of Washington, are injuriously affected by these marshes, through their poisonous exhalations.

Owing to sickness among the officers, and other causes beyond my control, the work of the observatory in some of its departments, especially the astronomical, is greatly behind-hand. Though I have on other occasions officially called the attention of the proper authorities to this circumstance, I deem it proper to do so again on the present occasion, for the computing force is not large enough to do the work

required of it. nor is the observatory calculated, nor has it the capacity, to afford accommodations sufficient for the force that is required for the proper, prompt, and timely performance of all the duties.

I therefore again submit estimates for extending the west wing, by adding thereto a fire-proof building; drawings and a description of which I had the honor to submit,\* with the estimates for the support of this office for the year ending June 30, 1855.

The present high prices of labor and materials make it necessary to increase the estimate then submitted by \$5,000.

There is but one clerk attached to this office. Its correspondence is extensive, and the business is more than it is possible for one pair of hands to perform; consequently the public service suffers. I therefore ask for another clerk, and submit estimates accordingly.

The most gratifying proofs as to the value of the wind and current charts to commerce and navigation, continue daily to be afforded. Sailing-vessels taking advantage of the winds and currents along the routes suggested by the discoveries to which these charts have led, have performed feats that are considered almost marvelous, and have accomplished distances under canvass alone, which no vessel under steam has yet been able to reach in as good time.

New and safer, and shorter paths to and fro, and almost in all directions across the seas, have been pointed out; they have been adopted and the old ones given up for a saving in time, varying from a few days to several weeks, according to the voyage.

It is difficult to realize the improvements that have been quietly taking place in all the modes of inter-communication, both by land and sea. These improvements, though they have been enacted under our eyes, yet, in their march, have been so silent and steady that the compass of the world, for all the purposes of commerce and inter-communication, has been reduced more than one-half; yet we realize not the great truth until we compare the length of passages and dates of receipts now, with like lengths and dates as they existed less than a generation ago.

When the news of the battle of Navarino reached the United States it was ninety days old, and the ships that brought it were the swiftest winged messengers of the day. Now, there is no part of the world which is washed by the sea or its navigable arms, from which we may not receive intelligence in less time. Ships availing themselves of the increase of knowledge touching the winds and currents of the sea, which has done so much to quicken communication across the ocean, are now constantly bringing us dates from the antipodes, and all the way by sea, in less time than, twenty-old years ago, it took them to fetch us news from the battle-field of Navarino. Daily, ships under canvass now make the voyage to Australia, both from England and the United States, in less time than that.

Few achievements have been greater; none more brilliant, unexpensive, and quiet; and certainly, so far as the sea is concerned, no achievements of like magnitude have ever, in any age, been effected

by means so simple or with as little cost. They consist simply in the practical application to ship-building and navigation, of the increased knowledge which philosophical investigation of our day has afforded concerning the laws of dynamics and the winds.

Within the last few months the passage to and from Australia has been performed in less than half the time it usually required; and sailing-vessels taking advantage of suggestions touching the winds in the southern hemisphere, have performed a voyage of circumnavigation in less than three months.

The shipping of the world is estimated at 14,733,000 tons, and nations owning all but 1,400,000 of these tons, appreciating the importance of the system of investigations out of which these charts have grown, are now, by concert and voluntary co-operation, engaged in assisting to carry forward a plan that has been so productive of good, and that is so rich in the promise of more. Commerce and navigation everywhere upon the high seas have reaped large benefits from it.

The demand for the Sailing Directions which accompany these charts has been for the last year at the rate of about eight copies a day. It is increasing, and by the 1st of July, 1856, it will probably be at the rate of 5,000 a year.

It is to be regretted that a system of research that is carried on by voluntary concert and amateur observers for the most part, and which costs government nothing except merely the expenses of collaboration and publication, and which, besides subserving materially all the great interests and industrial pursuits of the sea, is also revealing so much concerning the atmospherical laws of the earth, should not embrace the land also as well as the sea.

Indeed, the observations at sea require for their elucidation corresponding observations upon the land; and I am prepared with a plan for establishing observations on the land, and for conducting them in connexion with those at sea, by means equally as unexpensive as those for the sea are.

The husbandman, and the citizen in his home on the land, are as deeply interested in the laws which rule the storm and regulate the rains, as are "they that go down to the sea in ships."

In order that the subjects of observation may be properly investigated, it is necessary to treat the atmosphere as a whole; for we cannot understand the workings of a machine by studying only a part of it. We must examine it as a whole, and as a whole the atmosphere should be treated if we wish to comprehend aright the laws which govern its movements and its phenomena. And to do this, concert on the land is as requisite as it was for the sea; and in order to obtain this concert, authority to confer and consult with distinguished meteorologists and learned men, both at home and abroad, seems to be the most necessary and a very proper step. I think it very desirable that I should receive such authority, and recommend that it be given.

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

M. F. MAURY,  
*Lieut. U. S. Navy.*

Commodore C. MORRIS,  
*Chief of Bureau of Ordnance and Hydrography, Washington.*



## F.

*Estimate of the amount required for the United States Naval Observatory and Hydrographical Office, for the year ending June 30, 1857.*

Object.	Am't estimated for year ending June 30, 1857.	Am't appropriated for year ending June 30, 1856.
For the purchase of nautical instruments required for the use of the navy; for repairs of the same, and also of astronomical instruments; and for the purchase of nautical books, maps, and charts, and for backing and binding the same .....	\$20,000 00	\$23,000 00
For printing and publishing sailing directions, hydrographical surveys, and astronomical observations .....	15,000 00	10,000 00
For continuing the publication of the series of wind and current charts, and for defraying all the expenses connected therewith .....	18,000 00	18,000 00
For models, drawings, and copying, postage, freight, and transportation; for working lithographic press, including chemicals; for keeping grounds in order; for fuel and lights; and for all other contingent expenses of the United States Naval Observatory and hydrographical office....	12,000 00	7,600 00
For the wages of persons employed at the United States Naval Observatory and hydrographical office, viz: one lithographer, one instrument maker, two watchmen, and one porter.....	3,160 00	3,160 00
	68,160 00	61,760 00
	61,760 00	
Excess.....	6,400 00	

The excess is caused by the increased demand for Sailing Directions, &c., and for the purpose of planting trees, improving grounds, &c., as more fully explained in the letter of the superintendent of the observatory, dated July 17, 1855, annexed.

C. MORRIS, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,  
September 15, 1855.

U. S. N. OBSERVATORY AND HYDROGRAPHICAL OFFICE,  
*Washington, July 30, 1855.*

SIR: In response to the requirements of the bureau, I have the honor to enclose herewith the annexed statement of the wind and current charts published during the year, and the number on hand.

The total number published during the year is 50,059 sheets, at an aggregate cost of \$9,107 94.

The whole series, both for the North and South Atlantic, has been published; also the Brazil Pilot, in one sheet; the Cape Horn Pilot, in two; and the Whale chart of the world, in four sheets; and the Programme Whale chart, in one sheet.

For the Indian and Pacific oceans there have been published ten sheets of Track charts, leaving twenty-two to be published; and eight

sheets of Pilot charts, leaving four to be published. There are also required for these two oceans, all of which are yet to be published, a set of Thermal charts, in thirty-two sheets; of Trade Wind charts, in three; of Storm and Rain charts, in six; and a Physical chart of the world in four sheets.

These are all the charts connected with this series that are in contemplation. In the course of our investigations, however, other charts may be suggested. As our researches in the Atlantic suggested the construction of special pilot charts for the coast of Brazil and Cape Horn, so also, experience may point out the advantages of monsoon or other charts for the Indian and Pacific oceans; if so, I shall feel myself at liberty to construct them. But as our investigations now stand, the foregoing enumeration contains an account of all the charts that have been yet undertaken with a view to publication in separate sheets.

To recapitulate, therefore, we have this statement, viz:

Number of sheets published.....	61
Number of sheets in hands of engraver.....	20
Number of sheets in projection and in process of construction.....	33

Total number of sheets in a complete set..... 114\*

The liabilities of the office on account of the publication of these charts for the current year are estimated at \$18,936.

The whole number of sheets to be comprised by a complete series of Track and Thermal charts amounts to ninety-two, of which thirty-two have been published. Each sheet is printed in four colors; so also is the Trade-wind chart. Each Track and Thermal chart therefore receives four impressions—for each color requires the sheet to be laid on, and drawn from, a separate plate—and yet the average cost, including copper, stones, engraving, and paper, and all the expenses connected therewith, is, as you will perhaps have deduced from the foregoing statement, less than 20 cents a sheet. Twenty cents a sheet is about half the rates at which the French and English Admiralty publish and sell their charts of this size, but only of one color, and for which one, instead of four plates, is required.

The publication of these charts may now be pushed forward as rapidly as you please, provided a sufficient force be detailed to assist in their construction. We are at present very short-handed in this department, there being no officer to assist me who has before ever constructed a chart for publication; and there is only one officer at the observatory, Lieutenant Woolsey, who is at present available for this peculiar kind of service.

Respectfully, &c., &c.,

M. F. MAURY, *Lieut. U. S. Navy.*

Commodore C. MORRIS,

*Chief of Bureau of Ordnance and Hydrography.*

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\* For a detailed statement with regard to these charts, see page 868, 7th edition, of Maury's *Sailing Directions*.

*Wind and Current Charts on hand June 30, 1855.*

TRACKS—SERIES A.				South Pacific.	
<i>North Atlantic.</i>		No.			
1.....	1,026	1.....	627		
2.....	922	2.....	217		
3.....	55	6.....	483		
4.....	323				1,327
5.....	1,617	<i>North Pacific.</i>			
6.....	528	1.....	914		
7.....	695	2.....	465		
8.....	1,729	3.....	506		
	<u>6,895</u>	5.....	722		
<i>South Atlantic.</i>		6.....	663		3,270
1.....	662	<i>Brazil</i> .....			1,100
2.....	233	STORM AND RAIN—SERIES E.			
3.....	466	<i>North Atlantic</i> .....			250
4.....	675	<i>South Atlantic</i> .....			244
	<u>2,036</u>	THERMALS—SERIES D.			
<i>South Pacific.</i>		<i>North Atlantic.</i>			
5.....	491	1.....	209		
10.....	220	2.....	186		
	<u>711</u>	3.....	172		
<i>North Pacific.</i>		4.....	269		
6.....	586	5.....	212		
7.....	1,034	6.....	216		
8.....	556	7.....	207		
9.....	413	8.....	226		1,697
10.....	396	<i>South Atlantic.</i>			
11.....	658	1.....	150		
	<u>3,643</u>	2.....	31		
<i>Indian Ocean.</i>		3.....	27		
4.....	376	4.....	60		268
5.....	657	WHALE CHART—SERIES F.			
	<u>1,033</u>	1.....	342		
SERIES B.		2.....	317		
<i>Atlantic</i> .....		3.....	311		
	1,618	4.....	314		1,284
PILOT—SERIES C.		PROGRAMME WHALE—SERIES F..			555
<i>North Atlantic.</i>		Total number of sheets on hand			
1.....	191	June 30, 1855.....			28,277
2.....	118				
	<u>309</u>				
<i>South Atlantic.</i>					
1.....	602				
2.....	509				
	<u>1,111</u>				
<i>Cape Horn.</i>					
1.....	466				
2.....	460				
	<u>926</u>				

*Number of sheets of the Wind and Current Charts published during the year ending June 30, 1855.*

	Sheets.
North Atlantic—Series A—No. 1, 1,486; No. 2, 3,219; No. 3, 1,560; No. 4, 999; No. 5, 2,000; No. 6, 1,251; No. 7, 1,000; No. 8, 2,493 .....	14,008
South Atlantic—Series A—No. 1, 1,749; No. 2, 993; No. 3, 1,493; No. 4, 1,989 .....	6,224
North Pacific—Series A—No. 6, 2,485; No. 7, 2,443; No. 8, 995; No. 9, 890; No. 10, 1,495; No. 11, 1,495..	9,803
South Pacific—Series A—No. 5, 489; No. 10, 492 .....	981
Indian Ocean—Series A—No. 4, 3,431; No. 5, 1,978..	5,409
Atlantic Ocean—Series B .....	1,000
Pilot, North Atlantic .....	650
North Atlantic—Series C—No. 1, 750; No. 2, 750 .....	1,500
Coast of Brazil—Series C .....	500
Cape Horn—Series C—No. 1, 500; No. 2, 500 .....	1,000
North Pacific—Series C—No. 5, 500; No. 6, 500 .....	1,000
South Pacific—Series C—No. 6, 500 .....	500
South Atlantic—Series D—No. 1, 250; No. 2, 250; No. 3, 250; No. 4, 250 .....	1,000
North Atlantic Storm—Series E .....	1,000
South Atlantic Storm—Series E .....	1,000
“From Sea to Sandy Hook” .....	4,484
<b>Total number of sheets .....</b>	<b>50,059</b>
<b>Costing in the aggregate .....</b>	<b>\$9,107 94</b>

G.

*Estimate of the amount required for the pay of officers and others proposed for duty at the United States Naval Observatory and Hydrographical Office, for the year ending June 30, 1857, chargeable to the general appropriation for the “pay of the navy.”*

One lieutenant as superintendent.....	\$3,000 00
Ten lieutenants, at \$1,500 per annum each.....	15,000 00
Eight passed midshipmen, at \$750 per annum each.....	6,000 00
Six professors of mathematics, at \$1,500 per annum each.....	9,000 00
One assistant observer, (civil).....	2,500 00
One clerk, (civil).....	1,500 00
	37,000 00
Amount appropriated for the year ending June 30, 1856	36,200 00
Excess.....	800 00

The excess is caused by the addition of \$500 made by Congress to the pay of assistant observer, (see 7th section of naval appropriation act, approved March 3, 1855, pamphlet edition of Laws, page 681,) and of \$300 to the pay of clerk, (see 10th section of civil and diplomatic appropriation act, approved March 3, 1855, pamphlet edition of Laws, page 670.)

C. MORRIS, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,  
September 15, 1855.

H.—*Estimate of the amount required for the erection and repairs of buildings, for improvement and preservation of the grounds, and for contingencies, at the Naval Academy, for the year ending June 30, 1857.*

For two houses in one block, as per plan A.....	\$9,000 00
For one covered boat-house, for securing all the boats used in the fleet-sailing exercises, as per plan B.....	3,500 00
For keeping the gas and steam-works in repair.....	300 00
For one astronomical equatorial telescope.....	2,000 00
For making road from the southeast gate along southeast and northeast wall to gas-house, and thence in rear of students' quarters, recitation-hall, mess-hall, chapel, and observatory, to its intersection with Northeast street.....	1,000 00
For repairs of all kinds.....	5,000 00
	<hr/>
	20,800 00
	<hr/> <hr/>
For the wages of the following persons, viz:	
Assistant librarian .....	\$500 00
Six watchmen, at \$1 37½ per day each.....	3,011 22
Messenger.....	312 00
Attendant at recitation-hall, at \$18 per month.....	216 00
Attendant at laboratories, at \$18 per month.....	216 00
Attendant at library building and at the observatory and chapel, at \$18 per month.....	216 00
Attendant at gas and heating apparatus, at \$1 75 per day.....	638 75
Attendant at gas and heating apparatus, at \$1 50 per day.....	547 00
Two attendants at gas and heating apparatus, at \$1 25 per day each.....	912 50
One mechanic to superintend and be the head workman at the workshop, at \$1 75 per day.....	638 75
One mechanic to assist head workman, at \$1 50 per day.....	547 00
Ten laborers to attend and keep in order the midshipmen's quarters and public grounds.....	1,640 00
	<hr/>
	9,395 22
	<hr/> <hr/>

## CONTINGENT EXPENSES.

For materials for heating and lighting the establishment.	\$3,500 00
For purchase of books for library.....	2,000 00
For stationery, blank books, and forms.....	500 00
For furniture and fixtures for public buildings.....	2,000 00
For incidental repairs and expenses in the astronomical and philosophical departments.....	400 00
For all other incidental expenses, freight, &c., &c.....	1,000 00
	<hr/>
	9,400 00
	<hr/>
Total amount required for Naval Academy for the year ending June 30, 1857.....	\$39,595 22
Amount appropriated for year ending June 30, 1856....	48,044 22
	<hr/>
Less required for year ending June 30, 1857, than was appropriated for year ending June 30, 1856.....	8,449 00
	<hr/>

NOTES.—“We have six fine boats belonging to this establishment: three of them are entirely too large and heavy to be hoisted up to davits, and for these no cover whatever is provided. For the other three the covering is but a temporary rough shed, got up out of refuse stuff. My present proposition is to construct a proper boat-house, ample in dimensions to accommodate all the boats, with their spars, sails, &c. Considering that they are all fine boats, and the larger ones, at least, quite costly, they are, in my judgment, deserving of all proper care.

“The general road around the river and bay sides of the academy, and over which a great deal of hauling has to be done, is kept very much cut up and disfigured, especially during inclement seasons.

“The equatorial telescope was recommended by the Board of Examiners in their report, after the last annual June examination.

“Two additional attendants are asked for in this estimate, to afford reliefs for the night and day service at the gas and steam works. When this method of heating the establishment is in full operation, it is believed that the wages of these men will be saved in the decreased consumption of fuel.

“The services of two mechanics are required at the workshop. Abundant employment for them always exists.

“Respectfully submitted:

“L. M. GOLDSBOROUGH,  
“*Superintendent of U. S. Naval Academy.*”

C. MORRIS, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,  
*September 15, 1855.*

*Estimate for a block of two houses, one to be occupied by an officer, and the other by a professor, at the Naval Academy.*

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	
	<hr/>	\$1,808 00
Carpenters' work.....		1,899 00

HARDWARE.

60 door-locks; 60 pair, 4 by 4, butt-hinges; 76 pair parliament-hinges, 38 sets shutter-fastenings, 96 dozen car-pulleys, 50 pounds brads, 20 pounds sash-cord, 20 pounds glue, 500 pounds sash-weights, 1,000 pounds nails.....		300 00
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PAINTING.

White-lead, oil, and turpentine, \$143; glass, \$50; workmanship, \$207.....		400 00
Mantels, \$125; slating, \$400; tinning and spouting, \$120; stone sills and lintels, \$250.....		895 00
47 perches stone, \$94; 75,000 red brick, \$675; 100,000 run of the kiln, \$750; 50,000 laths, \$175; 125 bushels hair, \$34 25; 600 pounds nails, \$35; 973 bushels lime, \$437 88; 4,500 bushels sand, \$157 50.....		2,358 63
Laborers and carters' work.....		250 00
Laying 175,000 brick .....		555 00
Plastering 2,800 yards .....		360 00
Two sets granite steps, one for each house .....		175 00
	<hr/>	
Total .....		9,000 63

[See diagram marked A.]

*Estimate for constructing boat-house.*

Bricks and brickwork .....	\$720 00
Carpenters' work and materials.....	1,400 00
Stone and stonework .....	325 00
Hardware.....	25 00
Painting .....	50 00
Gravelling roof.....	408 00
Iron columns and work.....	448 00
	<hr/>
Total .....	3,376 00

[See diagram marked B.]

## 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, 1857, chargeable to the general appropriation for the "pay of the navy."*

One superintendent, (commander).....	\$2,500 00
One commandant of midshipmen, (lieutenant).....	1,800 00
Three assistants for commandant of midshipmen, to aid in instructing in seamanship, practical gunnery, and for police duties, (masters).....	3,000 00
One surgeon.....	2,250 00
One chaplain.....	1,500 00
One professor of astronomy, navigation, &c.....	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
One assistant professor of astronomy, &c., (master).....	1,000 00
Three assistant professors of mathematics, (masters)....	3,000 00
Three assistant professors of English studies, (one master, two civil).....	3,000 00
One assistant professor of natural and experimental philosophy.....	1,000 00
One assistant professor of French.....	1,000 00
One secretary.....	1,250 00
One clerk to superintendent.....	700 00
One clerk to purser.....	500 00
One carpenter.....	840 00
One hundred and fifty acting midshipmen, as students, at \$350 each.....	52,500 00
One gunner's mate.....	372 00
One hospital steward.....	360 00
One quarter-gunner.....	312 00
One coxswain, to attend boats.....	288 00
One steward, for midshipmen's mess.....	288 00
One cook, for midshipmen's mess.....	216 00
Two seamen, one to assist gunner's mate, and the other in keeping mechanics' time, police duties, &c.....	576 00
One ordinary seaman, to attend 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
	<hr/>
	93,349 00



One drummer and one fifer, payable from the appropriation for the "marine corps".....	\$432 00
	<hr/>
	93,781 00
Amount appropriated for the year ending June 30, 1856	91,943 00
	<hr/>
Excess.....	1,838 00
	<hr/> <hr/>

*Difference reconciled as follows:*

Two assistants, (masters) for the commandant of midshipmen...	\$2,000 00
One assistant, (master) department of astronomy.....	1,000 00
One assistant, (master) department of English studies.....	1,000 00
One quarter-gunner, (authorized June 9, 1855).....	312 00
One seaman, (authorized June 9, 1855).....	288 00
Increase to superintendent's clerk	200 00
Increase to gunner's mate.....	72 00
Increase to one seaman.....	72 00
Increase to drummer and fifer....	94 00
	<hr/>
	\$5,038 00

*Less.*

One assistant (lieutenant) to commandant of midshipmen.....	\$1,500 00
One assistant professor of Spanish.....	1,000 00
Decrease of pay to commandant of midshipmen.....	700 00
	<hr/>
	3,200 00
	<hr/>
	\$1,838 00
	<hr/> <hr/>

NOTE.—*Extract.*

"A slight additional compensation is asked for in the case of the clerk to the superintendent. With his present compensation of only \$500 per annum, and the greatly increased price of articles of absolute necessity, he cannot get along with even a tolerable degree of comfort; and I am therefore induced, by motives of humanity and justice, to suggest the moderate increase to his pay above indicated. Also, I beg leave to suggest that the gunner's mate and the seamen to assist him, and the quarter-gunner and seamen recently authorized for police, postal and other purposes, be allowed, respectively, the pay per month corresponding to their grades, exhibited by the pay table prefixed to the last Navy Register. Since I have been here, I

have tried in vain to get sober, respectable, and competent persons to fill the berths of gunner's mate and seaman upon the pay hitherto allowed. Several have undertaken them, but all, after a short while, have relinquished them upon the ground of an insufficiency of compensation, and the utter impossibility of supporting themselves upon it. To have any other than sober, respectable persons to take care of our arms, magazines, &c., would be extremely hazardous, to say the least of it; and even to have any others connected with this establishment, to assist in police purposes, &c., would, in my judgment, be highly injudicious. But now-a-days good and trusty men cannot be procured for a mere pittance. They must have compensation enough to support themselves respectably, and with at least a tolerable degree of decency and comfort.

“Respectfully submitted:

“L. M. GOLDSBOROUGH,  
“*Superintendent U. S. Naval Academy.*”

With respect to the increase of compensation proposed by Commander Goldsborough, it may be observed that the pay of clerks is established by law. It would probably be advantageous to grant the increase asked for the gunner's mate, quarter-gunner, and seamen connected in duty with them, as they ought to be men that could be relied upon for sobriety and attention to their duties.

C. MORRIS, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,  
*September 15, 1855.*

J.—Statement of contracts entered into by the Bureau of Ordnance and Hydrography, during the year ending June 30, 1855.

Names of contractors.	Articles contracted for.	Place of delivery.	Date of contract.	Expiration of contract.	Price.	Amount of contract.
Daniel Caulk, (agreement)	Machine-shop at Naval Academy.	Annapolis.....	Oct. 24, 1854	Feb. 1, 1855	\$1,150 00	\$1,150 00
Robert P. Parrott.....	Cannon—11, 10, 9, and 8-inch	Washington, New York, Philadelphia, Norfolk, & Portsmouth.	Dec. 20, 1854	Oct. 15, 1855	7 11-inch, 8 cts. per pound; 7 10-inch, 7½ cts. per pound; 28 9-inch, 7¼ cts. per pound; 8 8-inch, 6½ cts. per pound.	37,199 12
Knap & Wade.....	Cannon—9-inch.....	Philadelphia and Washington.	Dec. 27, 1854	.....do.....	50 9-inch, 7½ cts. per pound...	33,750 00
Cyrus Alger & Co.....	Cannon—11, 10, and 9-inch.	Kittery, Brooklyn, Charlestown, & Washington.	Jan. 3, 1855	.....do.....	7 11-inch, 8 cts. per pound; 7 10-inch, 7½ cts. per pound; 25 9-inch, 7¼ cts. per pound.	31,572 50
Anderson, Delany & Co...	Cannon—9-inch.....	Norfolk.....	Feb. 6, 1855	.....do.....	50 9-inch, 7¼ cts. per pound...	32,625 00

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *September 15, 1855.*

EX. Doc. 1—9 A

SECRETARY OF THE NAVY.

## No. 4.

NAVY DEPARTMENT,  
*Bureau of Construction, &c., October 16, 1855.*

SIR: I would respectfully submit that, to maintain the usual number of vessels in commission, and keep the present squadrons in an efficient condition during the fiscal year ending June 30, 1857, there will be required the sum of \$2,799,500, being the same as was appropriated for the present fiscal year.

The limited number of available ships makes it necessary to repair them as soon as they return from a cruise, however disadvantageous the circumstances may be; and the increased number of steam-ships, with their more rapid deterioration, is a further reason for the amount estimated.

The reports from the several yards show that there are live-oak frames for eleven ships of the line, twelve frigates, seven sloop-of-war, and five steam-vessels of small class. Should the size of these vessels be much increased beyond that which was intended when the frames were provided, the number of ships that could be built from them would be somewhat reduced.

The materials of metal necessary for the construction of these vessels can be readily obtained; but the white-oak, yellow-pine, and knees, require much time to accumulate, and, if possible, should only be used in a seasoned state.

The ships above named would require about 1,400,000 cubic feet of white-oak, 1,300,000 cubic feet of yellow-pine, and 16,000 knees; whilst there are but about 170,000 cubic feet of white-oak, 280,000 cubic feet of yellow-pine, and 5,000 knees on hand, being principally the remains of the supplies of former years, the best parts of which will be absorbed by the current wants of the service.

The early decay of the ships of the navy and the great cost of their repairs may in a great measure be attributed to being compelled from year to year to use unseasoned timber; and if a larger stock could be gradually collected, it would be an ultimate economy.

It is observed that foreign services are still building very heavily-armed ships, propelled by steam, carrying guns on several decks. For similar vessels in our navy, the ships-of-the-line frames in store are well adapted.

To the list of the vessels of which the cost of repairs would equal that of building a new ship, may be now added the "Constitution," shown by a recent survey to be in a very decayed and unseaworthy condition. If it is thought proper to rebuild that ship, an additional appropriation will be necessary.

Should the name of the "Constitution" not be allowed to disappear, there might be connected with her the "Guerriere" and the "Java," both of which are lost from the list of the navy.

The frigates "Sabine" and "Santee" are in such condition that they can at any time be fitted for sea; and rapid progress is being made with the "six steam-frigates" authorized by the same act of

Congress. Those building at Gosport, in consequence of the sickness, will be delayed several months.

There being already frame-timber on hand from which other steam-frigates, similar to those above named, may be built, a portion of the live-oak timber used in them is being replaced, under contract, by such as would be suitable for a different class, for which there has been nothing hitherto provided.

The reduced number of sloops-of-war and of the brigs, together with their small size, seems to deserve consideration; and one or two efficient steam-tugs, that could be used as transports, would be advantageous to the service.

The "iron war steamer" building by Mr. Stevens, under an act of Congress of April 14, 1842, has made much progress. For this ship the sum of \$86,717 84 is estimated, being the amount required to complete the contract.

The reports of the hemp agents show that attention is being given to the manufacture of water-rotted hemp in the West, and all that was offered has been purchased for the use of the navy.

The increase in the number of steam-ships will make further purchases of coal necessary, and require depots for the purpose, both on the home and foreign stations.

The following is a list of the vessels upon which work has been executed at the different navy yards:

*Portsmouth, N. H.*—Franklin, Santee.

*Boston.*—Merrimack, Saratoga, Cyane, John Adams.

*New York.*—North Carolina, San Jacinto, Mississippi, Princeton, Michigan, Vixen, Niagara, Brandywine, Congress, Sabine, Levant, Bainbridge, Relief, Lexington, Southampton, Supply, Release, Arctic, City of Boston.

*Philadelphia.*—Susquehanna, Wabash, San Jacinto, St. Louis, Jamestown, Arctic.

*Washington.*—Fulton, Minnesota.

*Gosport, Va.*—Pennsylvania, Princeton, Fulton, Engineer, Roanoke, Colorado, Potomac, Raritan, Constellation, Falmouth, Portsmouth, Plymouth, Jamestown, Preble, Dolphin, Bainbridge, Perry.

*Warrington, Fla.*—Princeton, Fulton, Columbia, Falmouth.

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

JOHN LENTHALL,

*Chief of the Bureau.*

Hon. J. C. DOBBIN,

*Secretary of the Navy.*

## A.

*Estimate of the amount required for the expenditures of the Bureau of Construction, Equipment and Repair, for the fiscal year ending on the 30th June, 1857.*

For salary of chief of bureau, per act of August 31, 1842, vol. 5, sec. 3, page 579, and act of March 3, 1855, page 675, pamphlet edition.....	\$3,500 00
For salary of Engineer-in-chief, per act of August 31, 1842, vol. 5, sec. 4, page 577.....	3,000 00
For salary of one clerk, 4th class, per act of March 3, 1853, pamphlet edition, page 210.....	1,800 00
For salary of seven clerks, 2d class, per acts of March 3, 1853, and of April 22 and August 4, 1854, pamphlet edition.....	9,800 00
For salary of one clerk, 1st class, per acts of March 3, 1853, and of April 22 and August 4, 1854, pamphlet edition.....	1,200 00
For salary of one messenger, per acts of August 31, 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
	21,292 00

## CONTINGENT EXPENSES.

For blank books, binding, stationery, printing, and miscellaneous items.....	800 00
	22,092 00

## B.

*Estimate for pay of commission, warrant, and petty officers and seamen, including the engineer corps of the navy, required for vessels proposed to be kept in commission, including receiving vessels, for the fiscal year ending June 30, 1857.*

For the fiscal year ending June 30, 1856.....	\$2,640,857 00
For the fiscal year ending June 30, 1857.....	2,489,116 00

NOTE.—The decrease arises from the variation in the pay and number of officers, and of the classes of vessels employed.

## 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 June 30, 1857.*

For the fiscal year ending June 30, 1856.	For the fiscal year ending June 30, 1857.
Increase &c..... \$2,799,500 00	Increase, &c..... \$2,799,500 00
Six steam-frigates, Santee and Sabine..... 3,000,000 00	Stevens's war steamer..... 86,717 84
Stevens's war steamer..... 250,000 00	
6,049,500 00	2,886,217 84

NOTE.—The decrease in the above estimate below that of last year is for the reason that no further appropriation is required for the six steam-frigates, and \$163,282 16 less for Stevens's war steamer.

## D.

*Estimate of the amount required for the expenditures under the head of "enumerated contingent," for the fiscal year ending on the 30th June, 1857.*

For the fiscal year ending June 30, 1856.....	\$350,000 00
For the fiscal year ending June 30, 1857.....	350,000 00

*Recapitulation of estimates.*

CIVIL.

Salaries .....	\$21,292 00
Contingent .....	800 00

NAVY.

Pay of the navy.....	2,489,116 00
Increase, repairs, &c.....	2,886,217 84
Contingent enumerated .....	350,000 00

E.—Vessels in commission belonging to the navy on the 1st of October, 1855.

Name of vessel.	Guns.	Men.	Where built.	Date.	Sailed.	What service.
<i>Ships of the line.</i>						
Pennsylvania.....	120	.....	Philadelphia.....	1837	.....	Receiving ship, Norfolk.
North Carolina.....	84	.....	do.....	1820	.....	Receiving ship, New York.
Ohio.....	84	.....	New York.....	1820	.....	Receiving ship, Boston.
<i>Frigates.</i>						
Independence.....	56	550	Boston.....	1814	Oct. 10, 1854	Pacific.
Potomac.....	50	400	Washington.....	1821	Aug. 14, 1855	Home squadron.
Congress.....	50	400	Portsmouth.....	1841	July 16, 1855	Mediterranean.
Savannah.....	50	400	New York.....	1842	Sept. 14, 1853	Brazil.
<i>Sloops.</i>						
Constellation.....	36	380	Norfolk, (rebuilt).....	1855	.....	Mediterranean.
Macedonian.....	36	380	do do.....	1836	April 13, 1853	East Indies.
St. Mary's.....	22	162	Washington.....	1844	Oct. 15, 1853	Pacific.
Jamestown.....	22	.....	Norfolk.....	1844	April 6, 1853	Coast of Africa.
Germantown.....	22	144	Philadelphia.....	1846	Dec. 2, 1853	Brazil.
Saratoga.....	20	.....	Portsmouth.....	1842	.....	Home squadron.
John Adams.....	20	162	Norfolk, (rebuilt).....	1831	Oct. 25, 1854	Pacific.
St. Louis.....	20	.....	Washington.....	1828	.....	Coast of Africa.
Vandalia.....	20	142	Philadelphia.....	1828	March 5, 1853	East Indies.
Levant.....	20	.....	New York.....	1837	Sept., 1855	Do.
Vincennes.....	20	136	do.....	1826	June 11, 1853	North Pacific Explor'g Expedition.
Decatur.....	16	104	do.....	1839	June 16, 1854	Pacific.
Dale.....	16	.....	Philadelphia.....	1839	Oct. 8, 1853	Coast of Africa.
Preble.....	16	.....	Portsmouth.....	1839	.....	Practice-ship, Annapolis.
<i>Brigs.</i>						
Bainbridge.....	6	70	Boston.....	1842	April 1, 1855	Brazil.
Dolphin.....	4	.....	New York.....	1836	May 8, 1855	Coast of Africa.



<i>Schooner.</i>						
Fennimore Cooper .....	3		Purchased .....	1852	June 11, 1853	North Pacific Explor'g Expedition.
<i>Store and receiving ships.</i>						
Relief.....	6	36	Philadelphia.....	1836	May 21, 1855	Brazil.
Supply.....	4	30	Purchased.....	1846	June 3, 1855	Mediterranean.
Fredonia.....	4	12	do.....	1846		Stationed at Valparaiso.
Warren.....			Boston.....	1826		Store ship, San Francisco.
John P. Kennedy.....			Purchased .....	1853	June 11, 1853	North Pacific Explor'g Expedition.
Ontario .....	18		Baltimore.....	1813		Receiving ship, Baltimore.
Union .....			Norfolk .....	1842		Receiving ship, Philadelphia.
<i>Barque.</i>						
Release .....			Purchased .....	1855	June 4, 1855	Arctic Expedition.
<i>Steamers.</i>						
San Jacinto.....	10		New York .....	1850		East Indies.
Massachusetts .....	9	75	Transferred from War Department.		July 5, 1854	Pacific.
Powhatan .....	9	231	Norfolk .....	1850	Feb. 13, 1853	East Indies.
Saranac.....	6	194	Portsmouth .....	1848	Nov. 19, 1853	Mediterranean.
Michigan.....	1	70	Erie, Pa.....	1844		Lakes.
Fulton.....	5		New York .....	1837		Home squadron.
Water-Witch.....	2	46	Washington.....	1845	Feb. 8, 1853	River La Plata.
John Hancock.....	3	50	Boston.....	1850	June 11, 1853	North Pacific Explor'g Expedition.
Engineer.....			Purchased .....			Norfolk, tender.
Arctic.....			do.....	1855	June 4, 1855	Arctic Expedition.

F.—*Vessels in ordinary, repairing and equipping, &c.*

Name of vessel.	Guns.	When built.	Date.	Station.
<i>Ships of the line.</i>				
Vermont.....	74	Boston.....	1848	Boston.
Columbus.....	74	Washington.....	1819	Gosport.
Delaware.....	74	Gosport.....	1820	Do.
<i>Frigates.</i>				
United States.....	50	Philadelphia.....	1797	Gosport.
Constitution.....	50	Boston.....	1797	Portsmouth.
Brandywine.....	50	Washington.....	1825	New York.
Columbia.....	50	do.....	1836	Gosport.
Cumberland.....	50	Boston.....	1842	Boston.
Raritan.....	50	Philadelphia.....	1843	Gosport.
Santee.....	50	Portsmouth.....	1855	Portsmouth.
Sabine.....	50	New York.....	1855	New York.
St. Lawrence.....	50	Gosport.....	1847	Gosport.
<i>Sloops.</i>				
Portsmouth.....	22	Portsmouth.....	1843	Gosport.
Plymouth.....	22	Boston.....	1843	Do.
Falmouth.....	20	do.....	1827	New York.
Cyane.....	20	do.....	1837	Do.
Marion.....	16	do.....	1839	Gosport.
<i>Brig.</i>				
Perry.....	6	Gosport.....	1843	Gosport.
<i>Steamers.</i>				
Merrimack.....	50	Boston.....	1855	Boston.
Mississippi.....	10	Philadelphia.....	1841	New York.
Susquehanna.....	9	do.....	1850	Philadelphia.
Alleghany.....	10	Pittsburg, Pa.....	1847	Washington.
Princeton.....	10	Boston.....	1851	Gosport.
Vixen.....	1	Purchased.....	1846	New York.
City of Boston.....		do.....	1855	Do.

G.—*Vessels on the stocks and in progress of construction, October 1, 1855.*

## SHIPS OF THE LINE.

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

## AUXILIARY STEAM-FRIGATES.

Franklin.....	Kittery.
Niagara.....	New York.

Wabash.....Philadelphia.  
 Roanoke.....Norfolk.  
 Colorado.....Norfolk.  
 Minnesota.....Washington.

STEAMER.

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

H.—*Abstract statement showing receipts and expenditures during the fiscal year ending June 30, 1855, and value of all the stores on hand, at the various navy yards on the 1st day of July, 1855.*

Navy yards.	On hand July 1, 1854.	Received.	Expended.	On hand July 1, 1855.
Kittery .....	\$666,560 50½	\$155,606 24	\$216,985 00	\$605,181 74½
Boston.....	1,581,802 15	479,858 25	620,068 78	1,441,591 62
New York .....	1,370,717 98	725,367 12	793,020 38	1,303,064 72
Philadelphia .....	453,493 01	330,881 91	280,490 73½	503,884 18½
Washington .....	507,699 57	518,860 25	636,033 22	390,526 60
Gosport .....	*1,561,400 04	452,951 00	516,974 24	1,497,376 80
Warrington, Fla.....	273,965 57½	26,352 28	10,387 58	289,930 27½
Total.....	6,415,638 83	2,659,877 05	3,073,959 93	6,031,555 95

\* NOTE.—In consequence of the sickness at Gosport, the returns from that station were incomplete, and consequently the statement for that yard may not be entirely correct.

I.—*Statement of the number of days' labor and its cost, from the 1st day of July, 1854, to the 30th of June, 1855, for the respective navy yards, for building, repairing, and equipping vessels of the navy, or in receiving or securing stores and materials for those purposes.*

Navy yards.	Number of days' labor.	Cost of labor.	Average per diem.
Kittery .....	84,389	\$161,174 27	\$1 91
Charlestown .....	166,485½	329,758 29	1 98
Brooklyn .....	229,700½	440,629 59	1 92
Philadelphia .....	129,159	232,242 06	1 80
Washington.....	163,076½	293,381 03	1 71
Gosport .....	276,252½	510,254 55	1 85
Warrington .....	4,860	9,724 05	2 00
Total .....	1,053,923½	1,977,183 84	1 87.5

## NAVY DEPARTMENT,

*Bureau of Construction, Equipment, &c., October 16, 1855.*

SIR: In conformity with the act of March 3, 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 No. 7, inclusive, as well those which were rejected as those accepted, between October 10, 1854, (date of last report,) and October 16, 1855; and in conformity with the act of April 21, 1808, I also transmit herewith duplicate lists of contracts made during the same period.

Respectfully, your obedient servant,

JOHN LENTHALL,

*Chief of the Bureau.*

Hon. J. C. DOBBIN,

*Secretary of the Navy.*

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ABSTRACTS OF OFFERS.

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No. 1.

Scale of offers to furnish naval supplies at the navy yard, Kittery, Maine, under advertisement of Bureau of Construction, Equipment, &c., of May 16, 1855.

	Bidders.	Class 1.	Class 3.	Class 5.	Class 7.	Class 9.	Class 10.	Class 11.
		White oak plank stock logs.	White oak promiscuous timber	Yellow pine plank stock logs.	Yellow pine mast timber.	White pine.	Ash and cypress.	Black walnut and cherry.
1	Wm. E. Hooper.....							
2	Wesley Smith.....	\$10,500 00	*\$600 00	\$13,200 00	\$2,814 00	\$3,495 00	\$1,170 00	\$596 00
3	Samuel P. Brown.....		730 00	10,200 00		*2,840 00		
4	Brown & Trussell.....				1,623 00			600 00
5	Joseph Grice.....	10,500 00	2,000 00	16,500 00	6,340 00			900 00
6	David S. Walton.....						*1,112 00	
7	J. N. McAlpine.....	15,000 00						
8	Edward H. Herbert.....				2,536 00			
9	Benj. Morae.....	11,170 00		14,850 00	1,762 47	3,505 00		
10	George A. Hammond.....					3,850 00		
11	Samuel Patterson.....							
12	Aaron J. Westervelt.....	10,800 00	2,400 00	10,800 00	1,825 92	3,450 00	1,500 00	*570 00
13	Charles Bruning.....			*9,525 00	*1,255 32			
14	Andrew D. Gerrish.....							
15	Lyman D. Spalding.....							
16	George F. Wallace.....	10,500 00		17,700 00				
17	Seguine & White.....	10,200 00	1,000 00	17,400 00	2,789 60			
18	John H. Bowie & Co.....							
19	P. F. Schleicker & Co.....							
20	Joseph Hockey.....							
21	Southard, Herbert & Co.....							
22	John E. Doyle.....							
23	Wm. Mason & Son.....							
24	Brand & Co.....							

25	Timberlake & Gulde .....						
26	James Jarvis .....		1,000 00				
27	Morris & Tanner .....						
28	Wm. Matthews .....						
29	Aaron A. Degrann .....						
30	Wm. E. Anderson .....			11,250 00			
31	Timothy Branton .....						
32	Alfred Hoitt .....		1,000 00				
33	Henry Buck .....			9,900 00			
34	Abraham Q. Wendell .....						
35	George W. Laurence .....	*8,775 00			1,876 64		
36	Wm. Lang .....			14,700 00	3,144 64		
37	Peck & Church .....			11,850 00			
38	Thomas Tatem .....	13,500 00					
39	Daniel Lewis .....	21,000 00	2,000 00	11,100 00	1,648 40		
40	Isaac B. Crane .....						
41	Samuel Adams .....					3,940 00	
42	Wm. Lee Adams .....						
43	Joseph H. Foster .....						
44	James F. Shones .....						
45	Chester P. Knapp .....			11,700 00			
46	Wm. D. Kennedy .....						
47	A. L. Avery .....						
48	Thomas Neil .....						
49	Storer & Stephenson .....						
50	J. C. Beman .....			†13,800 00			

\* Accepted.

† Not guaranteed.

No. 1—Continued.

Bidders.		Class 12.	Class 13.	Class 14.	Class 16.	Class 17.	Class 18.	Class 19.	Class 20.
		Locust and cedar.	White ash oars and hickory bars.	White oak staves and heading.	Lignumvitæ.	Composition and copper nails.	Bar iron and steel.	Iron spikes and nails.	Lead pipe, zinc, and tin.
1	Wm. E. Hooper.....								
2	Wesley Smith.....	\$960 00	\$254 00	*\$450 00	\$520 00				
3	Samuel P. Brown.....								
4	Brown & Trussell.....	902 00							
5	Joseph Grice.....	960 00	371 00						
6	David S. Walton.....		278 00	505 00					
7	J. N. McAlpine.....								
8	Edward H. Herbert.....								
9	Benj. Morse.....								
10	George A. Hammond.....								
11	Samuel Patterson.....	860 00							
12	Aaron J. Westervelt.....	570 00							
13	Charles Bruning.....								
14	Andrew D. Gerrish.....					\$442 00			\$553 44
15	Lyman D. Spalding.....						\$145 00	\$570 50	
16	George F. Wallace.....								
17	Seguine & White.....								
18	John H. Bowie & Co.....								
19	P. F. Schleicker & Co.....	*460 00							
20	Joseph Hockey.....				† Informal				
21	Southard, Herbert & Co.....								
22	John E. Doyle.....								
23	Wm. Mason & Son.....								
24	Brand & Co.....								
25	Timberlake & Guild.....								
26	James Jarvis.....		324 00	1,000 00					



27	Morris & Tanner.....					*124 00	704 00	
28	Wm. Matthews.....							
29	Aaron A. Degraan.....					*437 00		563 80
30	Wm. E. Anderson.....							
31	Timothy Branton.....		700 00					
32	Alfred Hoitt.....							
33	Henry Buck.....							
34	Abraham Q. Wendell.....					508 90	507 25	*551 20
35	George W. Laurence.....							
36	Wm. Lang.....					*373 00	129 50	*444 75
37	Peck & Church.....							668 20
38	Thomas Tatem.....							
39	Daniel Lewis.....							
40	Isaac B. Crane.....					517 00	160 00	876 00
41	Samuel Adams.....							886 40
42	Wm. Lee Adams.....							
43	Joseph H. Foster.....							
44	James F. Shones.....							
45	Chester P. Knapp.....							
46	Wm. D. Kennedy.....							
47	A. L. Avery.....							
48	Thomas Neil.....		*231 45				1,210 00	847 20
49	Storer & Stephenson.....					395 00	554 00	159 00
50	J. C. Beman.....						674 00	653 00

\* Accepted.

† Offers for part of class.

No. 1—Continued.

Bidders.	Class 21.	Class 23.	Class 24.	Class 25.	Class 26.	Class 27.	Class 28.	Class 29.
	Hardware.	Paints and oils.	Flax canvass.	Cotton canvass.	Flax and cotton twine.	Glass.	Leather.	Hose.
1 Wm. E. Hooper .....				\$2,669 43				
2 Wesley Smith .....								
3 Samuel P. Brown .....								
4 Brown & Trussell .....								
5 Joseph Grice .....								
6 David S. Walton .....								
7 J. N. McAlpine .....								
8 Edward H. Herbert .....								
9 Benj. Morse .....								
0 George A. Hammond .....								
11 Samuel Patterson .....								
12 Aaron J. Westervelt .....								
13 Charles Bruning .....								
14 Andrew D. Gerrish .....						\$132 40		\$279 50
15 Lyman D. Spalding .....								
16 George F. Wallace .....								
17 Seguire & White .....								
18 John H. Bowie & Co .....							\$516 00	*266 00
19 P. J. Schleicker & Co .....								
20 Joseph Hockey .....								
21 Southard, Herbert & Co .....								
22 John E. Doyle .....								
23 Wm. Mason & Son .....				*2,519 00				
24 Brand & Co .....			*\$8,501 94		\$310 00			
25 Timberlake & Guild .....			8,929 65					
26 James Jarvis .....								
27 Morris & Tanner .....								
28 Wm. Matthews .....			9,780 60					

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29	Aaron A. Degrauw								369 00
30	Wm. E. Anderson								
31	Timothy Branton								
32	Alfred Hoitt								
33	Henry Buck								
34	Abraham Q. Wendell	*\$1,088 83	\$1,219 50				*116 00	379 00	
35	George W. Laurence								
36	Wm. Lang		1,322 75						
37	Peck & Church								
38	Thomas Tatem								
39	Daniel Lewis								
40	Isaac B. Crane		1,343 50						
41	Samuel Adams								
42	Wm. Leo Adams								329 00
43	Joseph H. Foster								
44	James F. Shones								
45	Chester P. Knapp								
46	Wm. D. Kennedy		1,363 50				150 00		
47	A. L. Avery	2,601 89	1,652 50						556 00
48	Thomas Neil	1,319 94	*1,205 75	11,035 65	3,408 30	*279 00		*368 00	
49	Storer & Stephenson	1,865 68	1,441 00		3,075 00	325 00	280 00	410 00	410 00
50	J. C. Beman								

\* Accepted.

SECRETARY OF THE NAVY.

No. 1—Continued.

Bidders.		Class 30.	Class 31.	Class 32.	Class 33.	Class 34.	Class 35.	Class 36.	Class 37.
		Brushes.	Bunting, dry goods.	Pitch, rosin, tar.	Oil, soap, tallow.	Ship chandlery.	Stationery.	Fire-wood.	Oakum.
1	Wm. E. Hooper .....								
2	Wesley Smith .....								
3	Samuel P. Brown .....								
4	Brown & Trussell .....								
5	Joseph Grice .....								
6	David S. Walton .....			\$648 00					
7	J. N. McAlpine .....								
8	Edward H. Herbert .....								
9	Benj. Morse .....								
10	George A. Hammond .....								
11	Samuel Patterson .....								
12	Aaron J. Westervelt .....								
13	Charles Bruning .....								
14	Andrew D. Gerrish .....								
15	Lyman D. Spalding .....								
16	George F. Wallace .....								
17	Seguine & White .....								
18	John H. Bowie & Co. ....								
19	P. F. Schleicker & Co. ....								
20	Joseph Hockey .....								
21	Southard, Herbert & Co. ....				\$936 20				
22	John E. Doyle .....								\$2,468 75
23	Wm. Mason & Son .....								
24	Brand & Co. ....								
25	Timberlake & Guildo .....								
26	James Jarvis .....								
27	Morris & Tanner .....								
28	Wm. Matthews .....								

29	Aaron A. Degrauw .....							
30	Wm. E. Anderson .....							
31	Timothy Branton .....							
32	Alfred Hoitt .....						*\$100 00	
33	Henry Buck .....							
34	Abraham Q. Wendell .....	*\$80 70		295 90	*765 50	*\$693 43		2,312 50
35	George W. Laurence .....							
36	Wm. Lang .....							2,500 00
37	Peck & Church .....							
38	Thomas Tatem .....							
39	Daniel Lewis .....							
40	Isaac B. Crane .....			320 00	887 22			
41	Samuel Adams .....							
42	Wm. Lee Adams .....							
43	Joseph H. Foster .....						*\$230 41	
44	James F. Shones .....						241 21	
45	Chester P. Knapp .....							
46	Wm. D. Kennedy .....	141 24		348 60				
47	A. L. Avery .....					972 50		2,468 75
48	Thomas Neil .....	131 18	*\$336 90	*294 45	803 70	712 54		2,120 00
49	Storer & Stephenson .....	234 00	487 00	483 00	928 00	718 20		*1,995 00
50	J. C. Beman .....							

\* Accepted.

*Scale of offers to furnish naval supplies at the navy yard, Charlestown, under advertisement of the Bureau of Construction, Equipment, and Repair, of May 16, 1855.*

	Bidders.	Class 1.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 9.	Class 10.
		White oak plank stock logs.	White oak, promiscuous timber.	White oak keel pieces.	Yellow pine plank stock logs.	Yellow pine beams.	Yellow pine mast timber.	White pine.	White oak boards & butts, ash & cypress.
1	Wm. E. Hooper.....								
2	John A. Higgins.....								
3	Wesley Smith.....	\$30,000 00	*\$1,180 00	\$6,732 00	\$22,000 00	\$1,164 80	\$15,922 00	\$5,850 00	\$680 00
4	Brown & Trussel.....							5,490 00	
5	Samuel P. Brown.....	23,400 00	1,380 00	5,015 34	14,400 00	1,248 00	18,066 30		
6	Joseph Grice.....	26,000 00	4,000 00	5,890 50	20,800 00	1,456 00	17,911 00		
7	David S. Walter.....			5,049 00	26,800 00				*488 00
8	James N. McAlpine...	32,000 00		5,049 00					
9	Edward H. Herbert...						15,085 30		
10	Benjamin Morse.....	27,300 00	1,190 00	*3,300 78	17,800 00	1,237 60	11,768 93	6,551 30	693 50
11	Washburn & Bliss....	26,400 00	1,900 00	5,890 50					
12	Charles Brunings.....				*12,700 00	1,237 60	*11,244 09		
13	George T. Wallace...	26,300 00		5,049 00	21,600 00	1,456 00			
14	Oakman & Eldridge...								
15	John H. Bowie & Co.								
16	Robert Todd.....							5,430 00	
17	P. F. Schleicker.....								
18	Seguine & White.....	26,000 00	2,000 00		20,800 00	1,560 00	15,240 00		
19	Joseph Hockey.....								
20	Southard, Herbert & Co.								
21	Samuel Knight.....								
22	David Risley & Co....				18,000 00	936 00			

23	John E. Doyle.....								
24	John A. Green.....	26,000 00							
25	Wm. Mason & Son.....								
26	Brand & Co.....								
27	Phillip Otterback.....								
28	Timberlake & Guildo.....								
29	James Jarvis.....	2,000 00							
30	Morris & Tanner.....								
31	Wm. Matthews.....								
32	Aaron J. Westervelt.....	28,800 00	5,000 00	8,415 00	13,800 00	1,144 00	12,531 16	*5,200 00	780 00
33	Aaron A. Degrauw.....								
34	W. E. Anderson.....				14,000 00				
35	Timothy Branton.....								550 00
36	Henry Buck.....				12,800 00	*790 40			
37	James Davis, jr.....								
38	N. A. Coffin.....		1,500 00	3,366 00	14,000 00	832 00	14,489 10	5,400 00	550 00
39	Daniel Lewis.....	52,000 00			14,800 00	1,040 00	16,919 00		
40	Wm. P. Kennedy.....								
41	Wm. L. Adams.....								
42	Isaac B. Crane.....								
43	Peck & Church.....				15,800 00	1,352 00	14,143 40		
44	A. E. Cutter.....								
45	Chester P. Knapp.....				15,600 00				
46	George W. Laurence.....	*21,100 00			13,100 00				
47	Wm. Lang.....				19,800 00	1,248 00	20,998 16	5,855 00	580 00
48	Horton & Hall.....								
49	Storer & Stephenson.....								
50	Thomas Tateny.....			7,573 50					
51	Thomas Nash.....	† Informal.							

\* Accepted.

† Informal: Offers for part of class, and not guaranteed.

No. 2—Continued.

Bidders.		Class 11.	Class 12.	Class 13.	Class 15.	Class 16.	Class 17.	Class 18.	Class 19.
		Black walnut and cherry.	Locust.	White ash oars and hickory bars.	Black spruce.	Lignumvitæ.	Composition and copper nails.	Bar-iron and steel.	Iron spikes and nails.
1	Wm. E. Hooper.....								
2	John A. Higgins.....								
3	Wesley Smith.....	\$1,590 00	\$1,000 00	\$1,005 00	\$1,148 50	\$1,200 00	\$3,345 00	\$10,950 00	\$1,260 00
4	Brown & Trussell.....								
5	Samuel P. Brown.....		1,100 00		645 00				
6	Joseph Grice.....	2,400 00	1,250 00						
7	David S. Walter.....			2,210 00					
8	James N. McAlpine.....								
9	Edward H. Herbert.....								
10	Benjamin Morse.....								
11	Washburn & Bliss.....								
12	Charles Brunings.....								
13	George T. Wallace.....								
14	Oakman & Eldridge.....								
15	John H. Bowie & Co.....								
16	Robert Todd.....								
17	P. F. Schleicker.....		*625 00						
18	Seguine & White.....								
19	Joseph Hockey.....					950 00			
20	Southard, Herbert & Co.....								
21	Samuel Knight.....								
22	David Riale & Co.....								
23	John E. Doyle.....								
24	John A. Green.....								
25	Wm. Mason & Son.....								
26	Brand & Co.....								
27	Philip Otterback.....					1,700 00			



28	Timberlake & Guild								
29	James Jarvis		1,000 00	1,300 00					
30	Morris & Tanner							7,645 00	
31	Wm. Matthews								
32	Aaron J. Westervelt	1,220 00	800 00						
33	Aaron A. Degrauw						*2,223 00		
34	W. E. Anderson								
35	Timothy Branton								
36	Henry Buck								
37	James Davis, jr						2,637 50		
38	N. A. Coffin	*1,020 00	1,000 00		*610 00				
39	Daniel Lewis								
40	Wm. D. Kennedy								
41	Wm. D. Adams								
42	Isaac B. Crane						2,491 00		558 50
43	Peck & Church								
44	A. E. Cutter								
45	Chester P. Knapp								
46	George W. Laurence								
47	Wm. Lang	1,110 50	975 00	*692 50	1,147 50	1,050 00	3,088 00	*7,487 50	742 50
48	Horton & Hall					*650 00	2,400 00	7,616 25	*398 00
49	Storer & Stephenson					950 00	2,335 00	8,785 00	471 00
50	Thomas Tateny								
51	Thomas Nash								

\*Accepted.

No. 2—Continued.

Bidders.		Class 20.	Class 21.	Class 23.	Class 24.	Class 25.	Class 26.	Class 27.	Class 28.
		Lead pipe, zinc, and tin.	Hardware.	Paints and oils.	Flax canvass.	Cotton canvass.	Flax and cotton twine.	Glass.	Leather.
1	Wm. E. Hooper.....					\$2,131 80			
2	John A. Higgins.....	\$3,322 00	\$6,751 20	\$4,142 00			\$1,420 00	\$1,725 00	\$3,375 00
3	Wesley Smith.....								
4	Brown & Trussell.....								
5	Samuel P. Brown.....								
6	Joseph Grice.....								
7	David S. Walter.....								
8	James N. McAlpine.....								
9	Edward H. Herbert.....								
10	Benjamin Morse.....								
11	Washburn & Bliss.....								
12	Charles Brunings.....								
13	George T. Wallace.....								
14	Oakman & Eldridge.....								
15	John H. Bowie & Co.....								4,760 00
16	Robert Todd.....								
17	P. F. Schleicker.....								
18	Seguine & White.....								
19	Joseph Hockey.....								
20	Southard, Herbert & Co.....								
21	Samuel Knight.....								
22	David Risley & Co.....								
23	John E. Doyle.....								
24	John A. Green.....								
25	Wm. Mason & Son.....					*2,041 00			
26	Brand & Co.....				*\$20,897 00		920 00		
27	Philip Otterback.....								
28	Timberlake & Guilde.....				22,330 00				

29	James Jarvis.....							
30	Morris & Tanner.....							
31	Wm. Matthews.....				23,578 00			
32	Aaron J. Westervelt.....							
33	Aaron A. Degrauw.....	2,660 00						
34	W. E. Anderson.....							
35	Timothy Branton.....							
36	Henry Buck.....							
37	James Davis, jr.....							
38	N. A. Coffin.....							
39	Daniel Lewis.....							
40	Wm. D. Kennedy.....			2,968 75				
41	Wm. D. Adams.....							
42	Isaac B. Crane.....	2,905 00		2,765 00				
43	Peck & Church.....							
44	A. E. Cutter.....							
45	Chester P. Knapp.....							
46	George W. Laurence.....							
47	Wm. Lang.....	2,810 00		2,850 75			958 00	1,237 00
48	Horton & Hall.....	2,491 00	*2,465 60	*2,701 75		*650 00	*635 00	*975 00
49	Storer & Stephenson....	2,810 00	4,019 30	2,947 00			1,195 00	4,225 00
50	Thomas Tateny.....							
51	Thomas Nash.....							

\* Accepted.



29	James Jarvis.....								
30	Morris & Tanner.....								
31	Wm. Matthews.....								
32	Aaron J. Westervelt.....								
33	Aaron A. Degrauw.....	559 50							
34	W. E. Anderson.....								
35	Timothy Branton.....								
36	Henry Buck.....								
37	James Davis, jr.....								
38	N. A. Coffin.....								
39	Daniel Lewis.....								
40	Wm. D. Kennedy.....		362 75		5,164 75	1,300 50			
41	Wm. D. Adams.....	559 50							
42	Isaac B. Urane.....				3,736 00	1,323 60			
43	Peek & Church.....								
44	A. E. Cutter.....						*\$256 02		
45	Chester P. Knapp.....								
46	George W. Laurence.....								
47	Wm. Lang.....	495 00	343 50	355 05	3,802 50	1,298 00		*1,025 00	950 00
48	Horton & Hall.....	*258 00	*256 50	*331 25	*3,177 50	*1,282 70	*1,654 36		975 00
49	Storer & Stephenson.....	582 00	412 50	655 00	6,020 00	1,365 00	1,776 00		*795 00
50	Thomas Tateny.....								
51	Thomas Nash.....								

\* Accepted.

NOTE.—An offer was received from Oakman & Eldridge on June 27, being after the time limited for the reception of bids, which was not considered.



23	Brand & Co.								
24	Nathaniel S. Bayley								
25	Timberlake & Guildo								
26	James Jarvis			4,000 00					
27	Morris & Tanner								
28	Hicks & Hufington		3,792 00						
29	George Crosby								
30	Nathan Lane & Co.								
31	Wm. Matthews								
32	Aaron A. Degrauw								
33	W. E. Anderson					14,400 00			
34	John J. Bingham							*4,670 00	
35	Timothy Branton		4,560 00						
36	Henry Buck					*13,050 00			
37	John C. Hilt	20,800 00							
38	George W. Laurence		3,504 00	2,760 00	3,352 96				
39	George Smith								
40	A. Randall								
41	Peter Crosby								
42	Daniel Lewis					16,650 00	5,585 96		
43	Wm. V. Adams								
44	Wm. D. Kennedy								
45	Browne & Hasbrouck								
46	Boyd, Wilkin & Co.								
47	Francis Burritt & Co.								
48	James Bigler							5,211 00	1,915 00
49	Chester P. Knapp					17,550 00			
50	Peck & Church	33,200 00	4,320 00	2,600 00		16,650 00	5,203 36	5,854 00	2,180 00
51	Isaac B. Crane								
52	W. V. Liggerwood								
53	Johnson Q. Hamilton								
54	Collins, Morrison & Co.								
55	Wm. Lang					22,275 00	9,488 48		
56	Storer & Stephenson								
57	J. C. Benham					†20,700 00			
58	Thomas C. Nash	†28,400 00							

\* Accepted.

† Informal; no guarantors.

No. 3—Continued.

	Bidders.	Class 11.	Class 12.	Class 13.	Class 14.	Class 15.	Class 16.	Class 17.	Class 18.
		Black walnut, cherry, ma- hogany.	Locust.	White ash oars, hickory bars.	White oak staves and headings.	Black spruce.	Lignumvitæ.	Composition and copper nails.	Bar iron and steel.
1	Wm. E. Hooper.....								
2	John H. Higgins.....							\$2,035 00	\$7,120 00
3	Wesley Smith.....	\$290 85	\$447 00	\$77 75	\$392 00	\$1,372 00	\$418 00		
4	Joseph Grice.....	302 50	600 00	125 00	375 00	2,900 00	1,200 00		
5	Samuel P. Brown.....					*910 00			
6	Walker & Co.....								4,284 00
7	David S. Walton.....			260 00	810 00				
8	James N. McAlpine.....								
9	Edward H. Herbert.....								
10	Campbell & Moody.....	*170 00		72 50		1,055 00			
11	Aaron J. Westervelt.....	2,180 00	1,450 00	100 00	900 00	1,620 00	1,100 00		
12	George G. Glazier.....		650 00	162 50	*300 00		430 00	1,324 00	
13	Charles Brunings.....								
14	George T. Wallace.....								
15	Job Carver.....								
16	John H. Bowie & Co.....								
17	P. T. Schleicker & Co.....		*425 00						
18	Crowell Marsh.....								
19	Thomas McCarty.....								
20	David Risley & Co.....								
21	White & Burwell.....								
22	Wm. Mason & Son.....								
23	Brand & Co.....								
24	Nathaniel S. Bayley.....						*284 00	937 50	5,563 75
25	Timberlake & Guild.....								
26	James Jarvis.....			97 50	1,800 00				
27	Morris & Tanner.....								4,656 25



28	Hicks & Huffinton.....								
29	George Crosby.....								
30	Nathan Lane & Co.....								
31	Wm. Matthews.....								
32	Aaron A. Degrauw.....						938 50		
33	W. E. Anderson.....								
34	John J. Bingham.....	750 00	*72 00			920 00			
35	Timothy Branton.....			1,200 00					
36	Henry Buck.....								
37	John C. Hilt.....								
38	George W. Laurence.....	500 00							
39	George Smith.....						942 50	6,504 00	
40	A. Randall.....								
41	Peter Crosby.....								
42	Daniel Lewis.....								
43	Wm. V. Adams.....								
44	Wm. D. Kennedy.....								
45	Browne & Hasbrouck.....								
46	Boyd, Wilkin & Co.....								
47	Francis Burritt & Co.....								
48	James Bigler.....	232 50							
49	Chester P. Knapp.....								
50	Peck & Church.....	322 50			2,275 00				
51	Isaac B. Crane.....						1,122 00	5,242 00	
52	W. V. Liggerwood.....								
53	Johnson Q. Hamilton.....					380 00		4,739 50	
54	Collins, Morrison & Co.....					472 00	870 00	5,266 00	
55	Wm. Lang.....					480 00		4,827 88	
56	Storer & Stephenson.....					454 00	*824 00	*4,223 00	
57	J. C. Benham.....								
58	Thomas C. Nash.....								

\* Accepted.



29	George Crosby.....								
30	Nathan Lane & Co.....								
31	Wm. Matthews.....					15,656 00			
32	Aaron A. Degrauw.....		458 50		3,229 35				
33	W. E. Anderson.....								
34	John J. Bingham.....								
35	Timothy Branton.....								
36	Henry Buck.....								
37	John C. Hilt.....								
38	George W. Laurence.....								
39	George Smith.....	647 00	487 25						
40	A. Randall.....								
41	Peter Crosby.....								
42	Daniel Lewis.....								
43	Wm. V. Adams.....								
44	Wm. D. Kennedy.....				3,014 80			213 24	
45	Browne & Hasbrouck.....								
46	Boyd, Wilkin & Co.....			2,571 06					
47	Francis Burritt & Co.....					*13,815 00			
48	James Bigler.....								
49	Chester P. Knapp.....								
50	Peck & Church.....								
51	Isaac B. Crane.....	906 50	461 50		2,952 45				
52	W. V. Liggerwood.....	652 00	547 00	2,917 63					
53	Johnson Q. Hamilton.....	840 25	*420 00		3,059 65		191 00	278 61	552 50
54	Collins, Morrison & Co.....	685 00	432 00	1,836 50	*2,485 25		172 20	207 00	*694 50
55	Wm. Lang.....	549 50	532 50		3,141 70			265 84	
56	Storer & Stephenson.....	*540 00	423 00	*1,709 12	2,502 20	12,497 50	*154 00	*184 84	700 00
57	J. C. Benham.....								
58	Thomas C. Nash.....								

\* Accepted.



29	George Crosby.....								2,402 00
30	Nathan Lane & Co.....							*688 42	
31	Wm. Matthews.....			937 75					
32	Aaron A. Degrauw.....	432 50	164 45		545 00				
33	W. E. Anderson.....								
34	John J. Bingham.....								
35	Timothy Branton.....								
36	Henry Buck.....								
37	John C. Hilt.....								
38	George W. Laurence.....								
39	George Smith.....								
40	A. Randall.....		163 15		481 50				1,650 00
41	Peter Crosby.....								*1,347 50
42	Daniel Lewis.....								
43	Wm. V. Adams.....	470 00							
44	Wm. D. Kennedy.....		171 50		518 25	5,972 50			
45	Browne & Hasbrouck.....							704 20	
46	Boyd, Wilkin & Co.....		189 40						
47	Francis Burritt & Co.....								
48	James Bigler.....								
49	Chester P. Knapp.....								
50	Peck & Church.....								
51	Isaac B. Crane.....				468 00	7,859 10	2,581 75		
52	W. V. Liggerwood.....								
53	Johnson Q. Hamilton.....	365 00	210 40		473 00	7,149 25	2,269 20		1,500 00
54	Collins, Morrison & Co.....	470 00	199 50	1,014 00	520 00	6,182 00	2,337 66		
55	Wm. Lang.....						2,518 45		
56	Storer & Stephenson.....	425 00	178 50	*389 40	*465 00	5,830 00	*2,211 95		
57	J. C. Benham.....								
58	Thomas C. Nash.....								

\* Accepted.

Offer No. 53.—J. Q. Hamilton refused to execute Class No. 20, and awarded to next lowest bidder.

Offer No. 54.—Collins, Morrison & Co. refused to execute Classes No. 23 and No. 28, and awarded to next lowest bidder.

Class No. 1.—Awarded by lot.

Scale of offers to furnish naval supplies at the navy yard, Philadelphia, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 16, 1855.

	Bidders.	Class 1.	Class 5.	Class 9.	Class 10.	Class 13.	Class 15.	Class 17.	Class 18.
		White oak plank & stock logs.	Yellow pine plank & stock logs.	White pine.	Ash and white oak plank and boards.	White ash oars and bars.	Black spruce.	Composition and copper nails.	Bar-iron and steel.
1	Win. E. Hopper								
2	John A. Higgins							\$435 00	\$2,640 00
3	Wesley Smith	\$6,000 00	\$4,500 00	\$4,240 00	\$715 00	*\$100 00	\$390 00		
4	Samuel P. Brown		3,200 00				*240 00		
5	David S. Walton				*653 00	176 00			
6	M. B. Buckley & Son								
7	Isaac B. Baxter & Brn								
8	Charles Brunings		3,175 00						
9	Reeves, Buck & Co.								1,499 00
10	H. S. Wattles		5,910 00						
11	George T. Wallace	5,975 00	6,500 00						
12	John H. Bowie & Co.								
13	French & Richards								
14	Southard, Herbert & Co.								
15	David Risley & Co.		4,200 00						
16	John E. Doyle								
17	Wm. Mason & Son								
18	Wm. Brand & Co.								
19	Warren J. Morris	5,000 00							
20	Aaron J. Westervelt	4,900 00	3,700 00	4,770 00	670 00				
21	Timberlake & Gilde								
22	James Jarvis					180 00			
23	Morris & Tanner								*1,459 50

24	E. & E. T. Ellicott .....	5,000 00							
25	Wm. Matthews .....								
26	Aaron A. Degrauw .....						215 00		
27	Wm. H. Baker .....		3,900 00						
28	Timothy Branton .....				930 00				
29	Henry Buck .....		*2,900 00						
30	James L. Foxwell .....	5,500 00							
31	Charles H. Tisdall .....								
32	James H. Sprague .....								
33	Wm. D. Kennedy .....								
34	George W. Laurence .....	5,800 00							
35	Daniel Lewis .....		4,000 00						
36	James L. Biepham .....								
37	Daughton & Wilson .....	4,900 00	3,900 00	*3,816 00					
38	Wm. S. McAlister .....								
39	Peck & Church .....	8,500 00	3,800 00	4,932 00	720 00	240 00			
40	Isaac D. Crane .....						*207 50		
41	Samuel B. Grice .....	*4,900 00	3,900 00	3,830 00	715 00	215 00			
42	James Bigler .....			4,140 00					
43	Henry Maule .....			4,028 00					
44	William H. Maurice .....								
45	C. P. Knapp .....		3,900 00						
46	Thomas Tatem .....	8,700 00							
47	James Lesley, jr. ....						222 00	1,512 62	
48	Collins, Morrison & Co. ....						225 00	1,772 09	
49	William Lang .....		4,950 00					1,544 87	
50	Storer & Stephenson .....						216 00	1,730 50	
51	David Lawson .....								
52	J. C. Beman .....		4,600 00						

\* Accepted.





28	Timothy Branton .....							
29	Henry Buck .....							
30	James L. Foxwell .....							
31	Charles H. Tisdall .....				1,449 96		*295 00	
32	James H. Sprague .....				1,546 15			*160 00
33	Wm. D. Kennedy .....				1,420 50			184 00
34	George W. Laurence .....							
35	Daniel Lewis .....							
36	James L. Bispham .....				1,563 15			
37	Daighton & Wilson .....			1,656 32				
38	Wm. S McAlister .....				1,606 57			
39	Peck & Church .....							
40	Isaac D. Crane .....		509 00		1,453 10			
41	Samuel B. Grice .....							
42	James Bigler .....							
43	Henry Maule .....							
44	Wm. H. Maurice .....							
45	C. P. Knapp .....							
46	Thomas Tatem .....							
47	James Lesley, jr. ....	*393 75	*358 75	*1,161 96				
48	Collins, Morrison & Co. ....	421 50	422 50	2,154 80	*1,360 35		325 00	227 00
49	Wm. Lang .....	466 50	498 00		1,561 45			
50	Storer & Stephenson .....	468 00	398 00	2,195 60	1,435 60	7,166 00	300 00	240 00
51	David Lawson .....							
52	J. C. Beman .....							

\* Accepted.



26	Timothy Branton								
29	Henry Buck								
30	James L. Foxwell								
31	Charles H. Tisdall	506 00	278 40	*106 82	*149 75	*127 65	836 50	*470 31	1,800 00
32	James H. Sprague			148 60		164 25	931 50		
33	William D. Kennedy			191 98		162 75	*811 10		1,200 00
34	George W. Laurence								
35	Daniel Lewis								
36	James L. Bispham								
37	Daignton & Wilson								
38	Wm. S. McAlister								
39	Peck & Church								
40	Isaac D. Crane					147 25	859 98		
41	Samuel B. Grice								
42	James Bigler								
43	Henry Maule								
44	Wm. H. Maurice							*222 76	
45	C. P. Knapp								
46	Thomas Tatem								
47	James Lesley, jr.		*271 59				888 00		
48	Collins, Morrison & Co.	412 00	462 00		204 90	178 00	865 00	546 92	
49	Wm. Lang								950 00
50	Storer & Stephenson	*380 00	510 00	198 80	213 60	169 00	820 00	501 30	795 00
51	David Lawson							659 11	1,800 00
52	J. C. Beman								

\* Accepted.

Class No. 1 awarded by lot.

Offer 48.—Collins, Morrison & Co. refused to execute for Class 23, and awarded to next lowest bidder.

Offer 40.—I. B. Crane refused to execute Class 17, and awarded to next lowest bidder.

*Scale of offers to furnish naval supplies at the navy yard at Washington, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 16, 1855.*

Bidders.	Class 4.	Class 5.	Class 9.	Class 10.	Class 11.	Class 17.	Class 18.
	White oak keel pieces.	Yellow pine plank stock logs.	White pine.	Ash, cypress, white oak boards, & butts.	Black walnut, cherry, and mahogany.	Composition & copper nails.	Bar-iron and steel.
1 William E. Hooper.....							
2 John A. Higgins.....						\$2,150 00	\$6,426 92
3 Wesley Smith.....	\$2,100 00	\$1,450 00	\$1,635 00	\$1,200 00	\$2,117 50		
4 Samuel P. Brown.....	*1,068 00	3,350 00		2,100 00			
5 David S. Walton.....	1,740 00			1,650 00			
6 M. B. Buckley & Son.....							
7 David Keener.....							
8 Samuel Patterson.....	1,440 00		6,514 60				
9 Reeves, Buck & Co.....							
10 H. S. Wattles.....	1,800 00	5,400 00					
11 George T. Wallace.....	1,800 00	5,200 00					
12 John H. Bowie & Co.....							
13 Z. D. Gilman.....							
14 Thompson & Ondersluys.....							
15 A. B. Waller.....			4,850 00				
16 S. Lewis & Bros.....							
17 John E. Doyle.....							
18 Wm. Mason & Son.....							
19 Brand & Co.....							
20 Aaron J. Westervelt.....	1,440 00	3,250 00	*3,520 00	990 00	1,870 00		
21 Warren J. Morris.....	1,200 00						
22 Philip Otterback.....							
23 James E. Stewart.....		4,250 00					

24	Morris & Tanner.....							*4,317 63
25	Elias and E. T. Ellicott.....				2,100 00	1,790 00		
26	Aaron A. Degrauw.....						*1,286 50	
27	Etting & Bro.....							
28	W. H. Baker.....		4,000 00					
29	Timothy Branter.....	1,200 00						
30	Horace Abbott.....							
31	Henry Buck.....		*3,100 00					
32	J. Davis, jr.....							
33	E. Pickerell.....			3,663 63	1,350 00			
34	F. L. Harvey.....							
35	James F. Ellicott.....							5,229 10
36	Samuel B. Grice.....	1,200 00	3,850 00	3,935 00	1,200 00	1,950 00		
37	James L. Foxwell.....	2,280 00						
38	William D. Kennedy.....							
39	Peck & Church.....		3,800 00	3,950 50	1,200 00	1,937 50		
40	Thomas Tatem.....		6,000 00					
41	William V. Adams.....							
42	Chester P. Knapp.....		3,900 00					
43	Isaac B. Crane.....							
44	Joseph L. Savage.....						1,731 50	
45	James F. Scott.....							
46	Theodore Mosher.....			3,701 00	*960 00	*1,498 00		
47	Daniel Lewis.....		4,000 00					
48	James Bigler.....			3,620 00	1,200 00	1,587 50		
49	Charles Howard, jr.....							
50	Eliza Anderson.....							
51	James Lesley, jr.....							
52	A. L. Avery.....							
53	Collins, Morrison & Co.....						1,390 75	5,105 28
54	Storer & Stephenson.....						1,305 00	4,832 78

\*Accepted.

No. 5—Continued.

Bidders.	Class 19.	Class 20.	Class 21.	Class 22.	Class 23.	Class 24.	Class 25.
	Iron spikes and nails.	Lead pipe, zinc, and tin.	Hardware.	Pig iron.	Paints, oils, &c.	Flax canvass.	Cotton canvass.
1 William E Hooper.....							\$77 22
2 John A. Higgins.....	\$2,212 00	\$14,865 00	\$3,226 90	\$16,310 00	\$2,900 00		
3 Wesley Smith.....		13,775 00		11,769 00			
4 Samuel P. Brown.....							
5 David S. Walton.....							
6 M. B. Buckley & Son.....							
7 David Keener.....							
8 Samuel Patterson.....	1,770 00						
9 Reeves, Buck & Co.....							
10 H. S. Wattles.....							
11 George T. Wallace.....							
12 John H. Bowie & Co.....							
13 Z. D. Gilman.....					1,528 60		
14 Thompson & Ondersluys.....		12,855 37		9,004 20			
15 A. B. Waller.....							
16 S. Lewis & Bros.....				9,569 00			
17 John E. Doyle.....							
18 Wm. Mason & Son.....							*73 75
19 Brand & Co.....						*\$473 66	
20 Aaron J. Westervelt.....							
21 Warren J. Morris.....							
22 Philip Otterback.....							
23 James E. Stewart.....							
24 Morris & Tanner.....				9,470 00			
25 Elias and E. T. Ellicott.....							
26 Aaron A. Degrauw.....							
27 Etting & Bro.....							
28 W. H. Baker.....							

29	Timothy Branter.....						
30	Horace Abbott.....						
31	Henry Buck.....						
32	J. Davis, jr.....						
33	E. Pickerell.....						
34	F. L. Harvey.....	1,058 00	14,159 00	1,236 59			
35	James F. Ellicott.....				8,790 00		
36	Samuel B. Grice.....						
37	James L. Foxwell.....						
38	William D. Kennedy.....					1,562 50	
39	Peck & Church.....						
40	Thomas Tatem.....						
41	William V. Adams.....						
42	Chester P. Knapp.....						
43	Isaac B. Crane.....		13,084 00				
44	Joseph L. Savage.....	1,025 00					
45	James F. Scott.....				*2,233 50		
46	Theodore Mosher.....						
47	Daniel Lewis.....						
48	James Bigler.....						
49	Charles Howard, jr.....				8,687 00		
50	Eliza Anderson.....						
51	James Lesley, jr.....			*966 85			
52	A. L. Avery.....	1,402 00		1,530 15		1,958 00	
53	Collins, Morrison & Co.....	899 00	*12,711 75	1,315 30	9,205 00	1,546 00	
54	Storer & Stephenson.....	*845 00	12,819 00	1,189 70	9,420 00	*1,521 00	92 00

\*Accepted.

No. 5—Continued.

Bidders.	Class 26.	Class 27.	Class 28.	Class 29.	Class 30.	Class 31.	Class 32.
	Flax and cotton twine.	Glass.	Leather.	Hose.	Brushes.	Bunting, dry-goods.	Pitch, rosin, and tar.
1 William E. Hooper.....							
2 John A. Higgins.....	\$160 00	\$2,890 00	\$567 50	\$392 00	\$432 00	\$327 00	\$296 00
3 Wesley Smith.....							
4 Samuel P. Brown.....							
5 David S. Walton.....							273 50
6 M. B. Buckley & Son.....							
7 David Keener.....							
8 Samuel Patterson.....							
9 Reeves, Buck & Co.....							
10 H. S. Wattles.....							
11 George T. Wallace.....							
12 John H. Bowie & Co.....			337 25	*359 50			
13 Z. D. Gilman.....							
14 Thompson & Ondersluys.....							
15 A. B. Waller.....							
16 S. Lewis & Bros.....							
17 John E. Doyle.....							
18 Wm. Mason & Son.....							
19 Brand & Co.....	90 75						
20 Aaron J. Westervelt.....							
21 Warren J. Morris.....							
22 Philip Otterback.....							
23 James E. Stewart.....							
24 Morris & Tanner.....							
25 Elias and E. T. Ellicott.....							
26 Aaron A. Degrauw.....				489 50			
27 Etting & Bro.....							
28 W. H. Baker.....							



29	Timothy Branter.....							
30	Horace Abbott.....							
31	Henry Buck.....							
32	J. Davis, jr.....							
33	E. Pickerell.....							
34	F. L. Harvey.....							
35	James F. Ellicott.....							
36	Samuel B. Grice.....							
37	James L. Foxwell.....							
38	William D. Kennedy.....		*742 00			193 36		*118 90
39	Peck & Church.....							
40	Thomas Tatem.....							
41	William V. Adams.....				489 50			
42	Chester P. Knapp.....							
43	Isaac B. Crane.....							
44	Joseph L. Savage.....					*159 94		
45	James F. Scott.....							
46	Theodore Mosher.....							
47	Daniel Lewis.....							
48	James Bigler.....							
49	Charles Howard, jr.....							
50	Eliza Anderson.....							
51	James Lesley, jr.....				505 00			
52	A. L. Avery.....		2,140 00	387 50	894 50			
53	Collins, Morrison & Co.....		850 40	351 25	524 50		209 90	214 50
54	Storer & Stephenson.....	*65 00	840 00	*315 00	590 00	221 40	*176 00	194 00

\*Accepted.

No. 5—Continued.

Bidders.	Class 33.	Class 34.	Class 35.	Class 36.	Class 37.	Class 38.	Class 39.	Class 40.
	Oil, soap, & tallow.	Ship chandlery.	Stationery.	Fire-wood.	Oakum.	Tank, galley, or camboose iron.	Chain iron.	Ingot copper.
1 William E. Hooper .....								
2 John A. Higgins.....	\$1,744 00	\$1,246 50		\$1,400 00		\$47,000 00	\$116,295 50	\$132,000 00
3 Wesley Smith.....								124,000 00
4 Samuel P. Brown.....								
5 David S. Walton.....								
6 M. B. Buckley & Son.....						32,295 00		
7 David Keener.....								109,000 00
8 Samuel Patterson.....								
9 Reeves, Buck & Co.....							46,833 60	
10 H. S. Wattles.....								
11 George T. Wallace.....								
12 John H. Bowie & Co.....								
13 Z. D. Gilman.....	1,208 35							
14 Thompson & Ondersluys.....						33,589 00		
15 A. B. Waller.....								
16 S. Lewis & Bros.....								
17 John E. Doyle.....					\$39 00			
18 Wm. Mason & Son.....								
19 Brand & Co.....								
20 Aaron J. Westervelt.....								
21 Warren J. Morris.....								
22 Philip Otterback.....				*158 75				
23 James E. Stewart.....								
24 Morris & Tanner.....						32,195 00	*46,504 11	
25 Elias and E. T. Ellicott.....						35,205 00	56,935 28	118,000 00
26 Aaron A. Degrauw.....								
27 Etting & Bro.....						33,717 50		
28 W. H. Baker.....								

29	Timothy Branter.....								
30	Horace Abbott.....							*28,590 00	
31	Henry Buck.....								
32	J. Davis, jr.....								*107,000 00
33	E. Pickerell.....								
34	F. L. Harvey.....								
35	James F. Ellicott.....								
36	Samuel B. Grice.....								
37	James L. Foxwell.....								
38	William D. Kennedy.....	1,155 70				120 00			
39	Pack & Church.....								
40	Thomas Tatem.....								
41	William V. Adams.....								
42	Chester P. Knapp.....								
43	Isaac B. Crane.....								
44	Joseph L. Savage.....								
45	James F. Scott.....								
46	Theodore Mosher.....								
47	Daniel Lewis.....								
48	James Bigler.....								
49	Charles Howard, jr.....								
50	Eliza Anderson.....								
51	James Lesley, jr.....								
52	A. L. Avery.....		941 25						
53	Collins, Morrison & Co.....	1,257 85	656 48						
54	Storer & Stephenson.....	1,179 20	*629 55					*79 50	

\*Accepted.

Offer No. 53.—Collins, Morrison & Co. refused to execute Class 20, and awarded to next lowest bidder.

An offer was received from Pierce & Rowe, on the 27th of June, for Class 9, (being after the time limited for the reception of bids,) which was not considered.

Scale of offers to furnish naval supplies at the navy yard, Gosport, Va., under advertisement of the Bureau of Construction, Equipment, and Repair, of May 16, 1855.

Bidders.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 9.	Class 10.	Class 11.	Class 12.
	White oak plank stock logs.	White oak plank.	White oak promiscuous timber.	White oak keel pieces.	Yellow pine plank stock timber.	Yellow pine beams.	Yellow pine mast timber.	White pine.	Ash, cypress, and elm.	Bl'k walnut, cherry, and mahogany.	Locust.
1 Wm. E. Hooper.....											
2 Wesley Smith.....	\$29,700 00	\$35,000 00	\$1,742 00	\$11,375 00	\$31,600 00	\$29,303 50	\$18,522 00	\$13,995 00	\$2,250 00	\$2,576 00	\$3,000 00
3 Brown & Trussell.....						19,089 20		17,140 00			
4 Joseph Grice.....	30,000 00	24,150 00	2,342 00	13,000 00	30,400 00	22,342 50	15,440 00				2,000 00
5 Samuel P. Brown.....	32,400 00	28,350 00	1,833 60	15,600 00	24,000 00						
6 John A. Higgins.....											
7 David S. Walton.....	34,800 00	34,125 00	2,332 52	*7,649 00	32,000 00	18,228 00			2,553 00		2,000 00
8 J. N. McAlpine.....	36,000 00	37,100 00	2,342 00	9,750 00					2,650 00		
9 Edward H. Herbert.....					30,000 00	17,620 40	*10,260 20				
10 Aaron J. Westervelt.....	33,000 00	42,000 00	7,026 00	22,750 00	29,600 00	22,481 20	16,805 50	15,000 00	2,750 00	3,490 00	1,480 00
11 James C. White.....					37,600 00						
12 Samuel Patterson.....			1,124 16								1,700 00
13 White & Skinner.....	30,000 00			28,000 00							
14 John A. Green.....											
15 F. C. Herbert.....											
16 H. S. Wattles.....			1,048 10								
17 J. H. Bowie & Co.....											
18 French & Richards.....											
19 P. T. Schleicker & Co.....											*1,250 00
20 Thompson & Ondersluys.....											
21 Seguine & White.....					28,000 00	19,806 50	15,921 00				
22 Richard J. Walker.....									2,259 00	3,665 00	
23 Caleb Bensal.....											
24 Edward P. Tabb.....											
25 John E. Doyle.....											
26 Wm. Mason & Son.....											
27 Brand & Co.....											
28 George Price.....		31,500 00	*836 00								
29 Philip Otterback.....											
30 Thomas Tatem.....											
31 Timberlake & Guilde.....											
32 James Jarvis.....			2,342 00								2,000 00
33 Morris & Tanner.....											
34 Hucks & Huffington.....	34,800 00	24,325 00	1,850 40	9,750 00							

35	Elias and E. T. Ellicott.....	*23,400 00	*18,000 00										
36	Wm. Matthews .....												
37	Aaron A. Degrauw.....												
38	Wm. H. Baker.....					33,000 00							
39	Henry Buck.....					23,200 00	*13,367 20						
40	R. C. Barclay .....												
41	Bluford & Co.....												
42	James L. Foxwell.....				2,205 20								
43	Wm. D. Kennedy.....												
44	Alexander Libbey, 2d.....	25,200 00	23,700 00		12,675 00								
45	George W. Laurence .....						22,177 40	13,186 00					
46	Marsh, Tunis & Co.....								14,000 00	2,375 00	*2,250 00	2,250 00	
47	Thomas Tatem .....					36,000 00							
48	James C. White.....												
49	Isaac B. Orne .....												
50	Theodore Mosher.....		27,300 00						13,820 00				
51	Chester P. Knapp.....					31,200 00	17,924 20						
52	Peck & Church .....	42,000 00				30,400 00			13,290 00	2,200 00			
53	James Bigler.....	33,000 00	27,300 00			28,000 00			*12,410 00	*1,825 00	2,300 00	1,450 00	
54	R. B. Knight.....					*17,600 00							
55	Wm. V. Adams.....												
56	James Lesley, jr.....												
57	A. L. Avery.....												
58	Collins, Morrison & Co.....												
59	Wm. Lang.....					44,000 00		25,755 00					
60	Storer & Stephenson.....												
61	J. C. Beman.....					†36,800 00	†23,395 00						

\* Accepted.



40	R. C. Barclay.....										
41	Bluford & Co.....										
42	James L. Foxwell.....										
43	Wm. D. Kennedy.....								4,593 50		
44	Alexander Libbey, 2d.....										
45	George W. Laurence.....										
46	Marsh, Tunis & Co.....		880 00								
47	Thomas Tatem.....										
48	James C. White.....	1,620 00									
49	Isaac B. Crane.....								4,214 50		
50	Theodore Mosher.....										
51	Chester P. Knapp.....										
52	Peck & Church.....							120 00			
53	James Bigler.....	1,470 00									
54	R. B. Knight.....										
55	Wm. V. Adams.....										
56	James Lesley, jr.....					1,437 50	3,676 73				
57	A. L. Avery.....					1,680 00	6,475 85				
58	Collins, Morrison & Co.....		820 00	5,189 00	110 00	1,290 00	4,951 64	98 00	4,240 75		
59	Wm. Lang.....		848 00	4,674 25	*80 00	1,345 00			4,559 75		
60	Storer & Stephenson.....		784 00	4,919 25	95 00	1,260 00	4,428 53	68 00	*4,112 50		2,580 00
61	J. C. Beman.....										

\* Accepted.





40	R. C. Barclay.....												
41	Bluford & Co.....		*1,494 00	682 20			192 00				*574 75		
42	James L. Foxwell.....												
43	Wm. D. Kennedy.....	610 00			170 40		184 00	*4,951 00					3,600 00
44	Alexander Libbey, 2d.....												
45	George W. Laurence.....												
46	Marsh, Tunis & Co.....						177 50						
47	Thomas Tatem.....												
48	James C. White.....											800 00	
49	Isaac B. Crane.....						*149 00	5,312 00					
50	Theodore Mosher.....												
51	Chester P. Knapp.....												
52	Peck & Church.....												
53	James Bigler.....												
54	R. B. Knight.....												
55	Wm. V. Adams.....			690 00									
56	James Lesley, jr.....			700 00									
57	A. L. Avery.....		1,556 00	1,115 00						3,649 47			2,925 00
58	Collins, Morrison & Co.....	860 00	1,608 00	715 00	231 60	781 00	239 00	5,311 50	3,600 98				
59	Wm. Lang.....	695 00											3,000 00
60	Storer & Stephenson.....	*119 00	775 00	1,510 00	800 00	172 00	*618 00	216 00	5,210 00	*3,370 30			2,385 00
61	J. C. Beman.....												

\* Accepted.

Offer No. 49.—I. B. Crane refused to execute Class 32, and awarded to next lowest.

An offer was received from Pierce & Rowe on the 27th June, and J. R. Keenan; but being after the time limited for the reception of bids, they were not considered.

*Scale of offers to furnish naval supplies at the navy yard, Warrington, Florida, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 16, 1855.*

	Bidders.	Class 1.	Class 2.	Class 13.	Class 17.	Class 18.	Class 19.	Class 21.	Class 23.	Class 33.	Class 35.
		White-oak plank stock logs.	White-oak plank.	White-ash oars; hickory bars.	Compos'n and copper nails.	Bar-iron; steel.	Iron spikes; nails.	Hardware.	Paints and oils.	Oils and candles.	Stationery.
1	Aaron J. Westervelt .....	\$1,900 00	\$1,720 00	.....	.....	.....	.....	.....	.....	.....	.....
2	Southard, Herbert & Co.....	.....	.....	.....	.....	.....	.....	.....	.....	\$2,501 00	.....
3	John B. Todd .....	.....	.....	.....	.....	.....	.....	.....	*\$193 50	2,152 50	.....
4	James Jarvis .....	1,600 00	1,800 00	\$400 00	.....	.....	.....	.....	.....	.....	.....
5	Morris & Tanner .....	.....	.....	.....	.....	*\$570 00	\$344 00	.....	.....	.....	.....
6	Aaron A. Degrauw .....	.....	.....	.....	\$382 00	.....	322 00	.....	.....	.....	.....
7	W. H. Baker .....	3,000 00	1,710 00	.....	.....	.....	.....	.....	.....	.....	.....
8	Timothy Branton .....	*1,200 00	1,710 00	.....	.....	.....	.....	.....	.....	.....	.....
9	Wm. D. Kennedy .....	.....	.....	.....	.....	.....	.....	.....	235 75	.....	.....
10	Peck & Church .....	1,800 00	1,800 00	500 00	.....	.....	.....	.....	.....	.....	.....
11	C. P. Knapp .....	1,780 00	*1,332 00	*125 00	496 00	720 00	\$336 00	\$992 00	229 50	2,010 00	*\$117 90
12	A. L. Avery .....	.....	.....	250 00	530 00	575 00	328 00	1,098 00	212 00	*1,702 50	197 90
13	Storer & Stephenson.....	.....	.....	.....	*355 00	595 00	*288 00	*868 76	251 50	1,990 00	.....

\* Accepted.

Offer 8.—T. Branton refused to execute Class 1, and awarded to next lowest.

*List of contracts (embracing all coming under the cognizance of the Bureau of Construction, Equipment, and Repair) made and received from October 1, 1854, to October 16, 1855: prepared in conformity with an act of Congress of April 21, 1808.*

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 16	1856. June 30	Horton, Hall & Co.....	10 tons lignumvitæ, 3 to 6 inches in diameter..... 10 tons lignumvitæ, 6½ to 12 inches in diameter..... 3,000 pounds wrought-iron spikes, 4 to 6 inches long..... 100 pounds wrought-iron boat nails, 4-penny to 20-penny.. 100 pounds wrought-iron boat nails, 6-penny to 30-penny.. 300 pounds sheathing nails, 2 to 3 inches..... 50 pounds clout nails, ½ to 1½ inch..... 3,000 pounds iron-cut nails, 4-penny to 40-penny..... 500 pounds finishing nails, ½ to 1½ inch..... 100,000 scupper nails..... 3,000 pounds drawn lead pipe, ½ to 2¼ inches in diameter.. 6,000 pounds pig zinc..... 500 pounds sheet zinc..... 6,000 pounds banca tin..... 16 boxes X to XX and D tin..... 6 dozen brass mortise locks, 4½ by 3¾ inches, by ¾ inch thick, of 2¼ inches white porcelain knobs, brass keys, complete..... 4 dozen white porcelain knobs..... 2 dozen mineral knobs..... 3 dozen brass deadlocks..... 6 dozen brass drawer locks..... 6 dozen brass closet locks..... 6 dozen brass chest locks..... 4 dozen brass bureau and book-case locks..... 2 dozen brass padlocks..... 4 dozen iron deadlocks.....	\$15 00 per ton..... 50 00 do 6 per pound. 20 do 5 do 5 do 16 do 4½ do 2 do 25 per M. 8½ per pound. 7½ do 10 do 28 do 3 50 per box. 18 00 per dozen. 5 00 do 3 00 do 2 00 do 4 50 do 5 00 do 7 50 do 2 50 do 15 00 do 2 00 do	Charlestown.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 16	1856. June 30	Horton, Hall & Co—Con'd.	4 dozen iron chest locks ..... 4 dozen iron drawer locks ..... 2 dozen iron cupboard locks ..... 6 dozen iron padlocks ..... 12 dozen extra keys, iron and brass, assorted ..... 12 dozen brass butt hinges, 2 to 4 inches ..... 5 dozen brass slip-pin hinges, 4 by 4 inches ..... 1 dozen brass secretary hinges, quadrant and fastenings... 6 dozen brass table hinges ..... 2 dozen brass chest hinges ..... 2 dozen brass chest joint-hasps and staples ..... 4 dozen iron butt hinges ..... 2 dozen iron table hinges ..... 2 dozen iron chest hinges ..... 2 dozen iron chest joint-hasps and staples ..... 6 dozen brass door hooks and eyes ..... 4 dozen brass coat and hat hooks ..... 2 dozen brass pantry hooks ..... 2 dozen brass flush rings and plates ..... 4 dozen brass flush bolts ..... 4 dozen brass hooks and eyes ..... 2 dozen brass barrel bolts ..... 4 dozen brass door handles ..... 4 dozen brass table casters ..... 6 dozen brass flat buttons ..... 6 dozen brass flat buttons with plates ..... 2 dozen brass knob latches ..... 2 dozen brass plate escutcheons ..... 20 dozen brass thread escutcheons ..... 4 dozen brass screw knobs, ½ inch .....	\$2 00 per dozen. 4 00 do 4 00 do 4 00 do 2 00 do 7 00 do 18 00 do 3 00 do 50 do 1 00 do 2 50 do 2 00 do 63 do 1 75 do 87 do 4 00 do 2 00 do 1 00 do 1 50 do 1 50 do 17 do 9 00 do 50 do 25 do 25 do 1 00 do 2 25 do 75 do 10 do 50 do	Charlestown.

4 dozen brass screw rings, $\frac{1}{2}$ to 1 inch.....	50	do
50 gross brass screws, $\frac{3}{8}$ to $3\frac{1}{2}$ inches, Nos. 6 to 16.....	2 50	per gross.
50 gross iron screws, $\frac{3}{8}$ to 4 inches, Nos. 3 to 20.....	1 00	do
200 pounds cooper's rivets, American iron.....	5	per pound.
100 pounds sheet brass, No. 16 by 20.....	50	do
200 pounds brass wire, No. 0 to 20.....	15	do
100 pounds copper wire, No. 10.....	15	do
500 pounds iron wire, No. 0 to 17.....	12	do
50,000 iron sprigs, from $\frac{3}{4}$ to $1\frac{1}{2}$ inch.....	12	per M.
50,000 iron tacks, $\frac{1}{2}$ to $\frac{7}{8}$ inch.....	8	do
50,000 copper tacks, $\frac{1}{2}$ to $\frac{7}{8}$ inch.....	60	do
1 pound brass escutcheon pins.....	1 50	per pound.
12 narrow axes.....	50	each.
12 broad axes.....	1 00	do
4 coopers' axes.....	2 00	do
4 coopers' adzes.....	2 00	do
4 carpenters' adzes.....	50	do
4 hollow adzes.....	50	do
24 brad awls.....	5	do
24 shoemakers' awls.....	5	do
24 wire awls.....	15	do
4 anvils.....	13 50	do
6 braces and bitts, 48 bitts.....	8 00	do
6 iron braces and bitts, 20 bitts.....	3 50	do
6 steel-tongued bevels.....	25	do
6 spring balances.....	1 00	do
6 tinder boxes and steel.....	50	do
12 carpenters' compasses.....	50	do
12 firmer chisels.....	33	do
12 socket chisels.....	62	do
6 water-closet bowls.....	3 50	do
1 turning lathe.....	35 00	do
1 set turning tools, for iron.....	5 00	do
1 set turning tools, for wood.....	5 00	do
6 gridirons.....	1 00	do
6 griddles.....	1 00	do
6 copper tea kettles.....	6 00	do
6 iron tea kettles.....	1 50	do
2 iron fish kettles.....	3 75	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 16	1856. June 30	Horton, Hall & Co.—Cont.	6 iron ladles ..... 6 frying pans..... 12 stew pans..... 10 bake pans..... 4 iron pots..... 4 shovels and tongs..... 12 two-foot rules, single and double-jointed..... 12 Gunter's scales..... 10 papers sewing needles..... 24 claw hammers..... 24 riveting hammers..... 6 wrench hammers..... 12 saddler's hammers..... 12 tinner's hammers..... 6 shoemaker's knives..... 3 rope jacks..... 6 pair pincers..... 6 pair plyers..... 6 pickaxes and grubbing hoes..... 6 large screw plates and taps..... 6 small screw plates and taps..... 3 iron safes..... 100 seaming needles..... 100 sail needles..... 100 4-thread needles..... 100 8-thread needles..... 100 6-thread needles..... 12 ship scrapers..... 12 spades..... 12 filters.....	\$0 25 each..... 75 do..... 1 50 do..... 1 00 do..... 1 95 do..... 1 25 do..... 25 do..... 75 do..... 10 do..... 25 do..... 25 do..... 4 00 do..... 75 do..... 95 do..... 12 do..... 50 do..... 58 do..... 62 do..... 50 do..... 3 00 do..... 1 50 do..... 35 00 do..... 3 do..... 3 do..... 4 do..... 8 do..... 6 do..... 50 do..... 25 do..... 3 75 do.....	Charlestown.

3 cooper's callipers.....	1 00	do
3 mast callipers.....	1 25	do
3 smith's callipers.....	75	do
3 glazier's diamonds.....	4 50	do
4 dozen whip-saw files.....	1 50	per dozen.
2 dozen rat-tail files.....	3 75	do
2 dozen fine saw files.....	1 50	do
2 dozen nail gimlets.....	1 00	do
2 dozen spike gimlets.....	1 00	do
1 dozen firmer gouges.....	4 50	do
1 dozen socket gouges.....	5 50	do
4 dozen carpenter's gauges.....	9 00	do
1 dozen drawing knives.....	3 00	do
1 dozen pallet knives.....	5 00	do
1 dozen glue kettles.....	3 00	do
6 pitch kettles.....	1 50	each.
3 grooving planes.....	1 00	do
6 smoothing planes.....	1 00	do
3 rabbet planes.....	1 00	do
3 long jointer planes.....	1 25	do
3 short jointer planes.....	1 12	do
3 jack planes.....	1 00	do
6 moulding planes.....	1 00	do
3 plough planes.....	5 50	do
3 match planes.....	2 00	do
1 ream sand-paper.....	4 50	per ream.
1 dozen wood-rasps.....	5 00	per dozen.
25 pounds copper boat-rivets.....	25	per pound.
3 screw-drivers.....	50	each.
6 steelyards.....	1 50	do
6 whip saws.....	1 25	do
6 hand saws.....	1 50	do
6 cross-cut saws.....	4 00	do
6 wood saws.....	75	do
6 sash saws.....	1 00	do
6 panel saws.....	25	do
6 keyhole and pad saws.....	42	do
6 tenon saws.....	1 33	do
6 dovetail saws.....	1 12	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 16	1856. June 30	Horton, Hall & Co.—Cont.	4 jack screws..... 6 spoke-shaves..... 6 try-squares..... 6 steel squares..... 12 segments for bells..... 6 saw-sets..... 6 bench vices..... 6 hand vices..... 6 cooper's vices..... 3 cooper's croes..... 4 beck irons..... 2 cooper's long jointers..... 2 cooper's short jointers..... 3 hollow knives..... 3 rounding knives..... 3 cooper's block planes..... 3 armorer's compasses..... 2 sets dies, letters and figures, $\frac{3}{8}$ inch..... 25 pounds emery, assorted..... 12 four-sided files..... 2 forges, complete..... 2 dozen rasps..... 1 dozen hack saws..... 3 hand shears..... 3 tinner's shears..... 3 sheep shears..... 3 iron stakes..... 3 tinner's edging stakes..... 3 planishing stakes..... 3 brass dividers.....	\$5 00 each..... 38 do..... 25 do..... 25 do..... 10 do..... 75 do..... 7 00 do..... 67 do..... 25 do..... 1 25 do..... 6 00 do..... 4 50 do..... 1 00 do..... 2 00 do..... 2 00 do..... 1 50 do..... 75 do..... 5 00 per set..... 10 per pound..... 38 each..... 35 00 do..... 4 50 per dozen..... 3 50 do..... 2 50 each..... 6 50 do..... 1 00 do..... 7 50 do..... 4 50 do..... 15 00 do..... 42 do.....	Charlestown.



12 nail knives.....	25	each.
3 brass squares.....	5 00	do
20 pounds brass solder.....	10	per pound.
25 gross metallic gromets.....	1 50	per gross.
10,000 tenter hooks.....	25	per M.
2 reams emery paper.....	1 00	per ream.
3 reams emery cloth.....	12 00	do
12 iron shovels.....	25	each.
150 pounds anti-attribution metal.....	12	per pound.
12 hydrometers.....	2 00	each.
3 thermometers.....	2 00	do
10 globe lanterns, with fenders.....	2 50	do
2 solar lamps.....	3 50	do
1 beam scale.....	10 00	do
3 pair scissors.....	50	do
8,000 pounds dry white lead.....	5	per pound.
2,000 pounds white lead, ground in oil.....	11	do
2,000 pounds dry red lead.....	8	do
500 pounds litharge.....	9	do
2,500 pounds whiting.....	2	do
200 pounds lamp-black.....	10	do
125 pounds chrome green.....	25	do
100 pounds chrome yellow.....	25	do
500 pounds French yellow ochre.....	4	do
300 pounds Venetian red.....	3	do
25 pounds Chinese vermilion.....	25	do
100 pounds Spanish brown.....	2	do
30 pounds Turkey umber.....	5	do
50 pounds sugar of lead.....	12	do
2,000 pounds white zinc paint, ground in oil.....	11	do
400 gallons spirits turpentine.....	70	per gallon.
1,000 gallons raw linseed oil (English).....	95	do
30 gallons copal varnish.....	1 25	do
30 gallons Japan varnish.....	1 00	do
30 gallons spirits of wine.....	75	do
20 gallons Demar varnish.....	2 50	do
275 pounds Zanzibar gum copal.....	25	per pound.
12 pounds ultra-marine blue.....	1 00	do
100 pounds gum-shellac.....	20	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 16	1856. June 30	Horton, Hall & Co.—Cont.	20 pounds Chinese blue..... 1,200 pounds flax twine, 2 and 3 thread ..... 300 pounds flax whipping twine ..... 300 pounds seine twine ..... 800 pounds cotton twine ..... 300 lights, 6 by 8 inches, double thick crown glass..... 300 lights, 7 by 9 inches, ..... do..... 700 lights, 8 by 10 inches, ..... do..... 300 lights, 10 by 12 inches, ..... do..... 50 lights, 11 by 25 inches, ..... do..... 100 lights, 12 by 18 inches, ..... do..... 50 straight deck lights, 10 by 3 inches ..... 25 magazine glasses, 12 inches diameter, 1½-inch thick, clear glass..... 100 air-port glasses, 7 inches diameter, 1½-inch thick, clear glass ..... 12 dioptric glasses..... 1,000 pounds rigging leather..... 500 pounds pump leather..... 300 pounds bellows leather..... 10,000 pounds ox-hides, for rope..... 150 feet leading hose, in 25-foot lengths ..... 108 feet suction hose, in 6-foot lengths ..... 100 clamp brushes ..... 100 hand scrubbing brushes..... 100 whitewash brushes..... 25 hand dusting brushes ..... 50 long handle tar brushes ..... 50 short handle tar brushes ..... 25 varnish brushes .....	\$0 75 per pound .. 32 do * 11 do 11 do 25 do 3 per light. 3 do 3 do 5 do 25 do 13 do 1 25 each. 9 00 do 2 50 do 1 50 do 10 per pound. 10 do 25 do 7½ do 1 00 per foot. 1 00 do 20 each. 20 do 1 00 do 25 do 35 do 29 do 45 do	Charlestown.

100 paint brushes, No. 5 .....	50	each.
50 sash tool brushes .....	13	do
50 camels'-hair brushes .....	1	do
2 pounds bristles .....	5 00	per pound.
400 yards blue bunting, 18 inches wide .....	19	per yard.
400 yards red bunting, 18 inches wide .....	19	do
400 yards white bunting, 18 inches wide .....	19	do
200 yards yellow bunting, 18 inches wide .....	5	do
200 yards green bunting, 18 inches wide .....	5	do
30 yards white muslin, $\frac{3}{4}$ -inch wide .....	15	do
20 yards blue nankeen .....	5	do
100 yards green baize .....	10	do
30 yards haircloth .....	50	do
20 pieces worsted binding .....	10	per piece.
25 pounds sewing thread, (assorted colors) .....	1 25	per pound.
25 pounds shoe thread .....	10	do
20 spools sewing cotton .....	10	each.
30 yards black cotton velvet .....	50	per yard.
50 barrels pitch .....	3 35	per barrel.
1,000 barrels thin tar .....	2 75	do
25 barrels rosin .....	3 00	do
25 barrels white turpentine .....	5 00	do
20 barrels coal tar .....	1 00	do
60 gallons tar oil .....	75	per gallon.
500 gallons winter-strained sperm oil .....	2 25	do
30 gallons neats foot oil .....	12	do
30 gallons sweet oil .....	12	do
60 gallons whale oil .....	80	do
50 pounds castile soap .....	5	per pound.
500 pounds hard brown soap .....	7	do
500 pounds tallow .....	13	do
240 hickory brooms .....	20	each.
240 corn brooms .....	30	do
12 wood hand pumps .....	40	do
3 Ericson's leads .....	25 00	do
3 Massey's logs .....	25 00	do
4 silver calls .....	4 50	each.
3 0 sheets mica .....	2	per sheet.
100 sheets horn, for lanterns .....	2	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 16	1856. June 30	Horton, Hall & Co.—Cont.	50 life preservers..... 2 seines of tawed flax, (100 fathoms,) bags and sinkers complete..... 50 pounds lampwick yarn..... 200 pounds beeswax..... 60 fishing lines..... 100 pounds white chalk..... 50 pounds red chalk..... 50 sheets felt, for air ports..... 20 gross lampwick, wove..... 10 20-pound jars chlorido lime..... 3 paint stones and mullers..... 5 barrels charcoal..... 16 rawhides..... 20 mouuted palms..... 100 pounds glue..... 12 chalk lines..... 5 casks lime..... 2 dozen lamp chimneys..... 3 grindstones, 120 pounds each, 760 pounds..... 6 oilstones..... 3 measuring tapes..... 4 bundles flags..... 3 sets truss hoops..... 200 Bath bricks..... 100 fire bricks..... 10 pounds borax..... 12 skeins large catgut..... 10 pounds crocus mætis..... 5 skins buff leather.....	\$2 25 each..... 3 00 per fathom. 20 per pound. 40 do 42 each. 2 per pound. 7 do 5 per sheet. 1 00 per gross. 2 00 per jar. 2 50 each. 1 00 per barrel. 1 00 each. 75 do 20 per pound. 3 each. 1 50 per cask. 1 50 per dozen. 2½ per pound. 50 each. 4 00 do 10 per bundle. 3 50 per set. 5 each. 5 do 35 per pound. 25 each. 15 per pound. 3 50 per skin.	Charlestown.

July 17 June 30 N. S. Bailey.....

10 pounds sal-ammoniac.....	16 per pound.
10 pounds rottenstone.....	5 do
10 pounds mercury.....	1 00 do
300 pounds packing yarn.....	2 do
200 pounds cotton packing.....	25 do
3 60-second sand glasses.....	1 00 each.
2 30-second sand glasses.....	1 00 do
50 pounds of flour sulphur.....	4 per pound.
150 pounds potash.....	2 do
50 pounds pulverized soapstone.....	2 do
100 pounds sheet rubber.....	50 do
2 bass drums.....	25 00 each.
2 tenor drums.....	9 00 do
6 bass drum heads.....	2 50 do
6 tenor drum heads.....	2 00 do
6 drum snares.....	25 do
2 smith's bellows.....	10 00 do
50 pounds cotton batting.....	10 per pound.
1 barrel fire clay.....	1 50 per barrel.
2 barrels Indian meal.....	8 00 do
500 pounds cotton waste.....	2 per pound.
100 dozen Russia mats.....	3 25 per dozen.
20 pounds mop yarn.....	1 00 per pound.
2 tons lignumvitæ, 3 to 6 inches in diameter.....	22 00 per ton.....
4..... do..... 6½ to 12..... do.....	50 00 do
2..... do..... 13 to 18..... do.....	20 00 do
100 clamp brushes, with handles.....	40 each.
100 hand scrubbing-brushes.....	20 do
25 whitewash brushes.....	40 do
5 hand dusting brushes.....	60 do
5 dusting brushes.....	60 do
50 long-handle tar brushes.....	20 do
50 short-handle tar brushes.....	25 do
5 varnish brushes.....	20 do
15 paint brushes, 000.....	50 do
..... do..... 0000.....	60 do
..... do..... 00000.....	60 do
..... do..... 000000.....	1 25 do
5 sash tool brushes.....	10 do

Brooklyn.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 17	1856. June 30	N. S. Bailey—Continued....	5 camel's-hair brushes ..... 4 pounds bristles ..... 3,500 gallons winter-strained sperm oil..... 5 gallons neatsfoot oil..... 5 gallons sweet oil..... 300 gallons fish oil..... 50 pounds castile soap..... 50 pounds hard brown soap..... 500 pounds pure tallow..... 200 pounds bleached tallow.....	\$0 05 each ..... 1 00 per pound. 1 50 per gallon. 2 00 do 2 00 do 85 do 20 per pound. 20 do 16 do 20 do	Brooklyn.
July 17	June 30	A. E. Cutter.....	6 blank books, cap size, 3 quires, faint lines..... 6 letter books..... do..... do..... 24 memorandum books, cap size..... 24 memorandum books, small size..... 6 paper-folders, ivory..... 6 penknives, four blades, Congress..... 24 half-pint bottles black ink..... 6 half-pint bottles red ink..... 12 parallel rules, ebony, 24 inches..... 6 Gunter's scales..... 6 round rules..... 6 flat rules..... 6 rolling rules..... 6 double log slates, hard wood frames..... 6 single slates..... 6 porcelain slates..... 6 pounce and box, ivory..... 12 pieces red tapo..... 12 pieces silk tasto..... 6 wafer seals, ivory.....	75 each ..... 75 do 75 do 38 do 25 do 1 25 do 17 do 25 do 1 00 do 50 do 37 do 20 do 15 do 3 50 do 37 do 1 75 do 15 do 3 do 20 do 25 do	Charlestown.

			6 gross steel pens, assorted.....	1 00	per gross.	
			12 dozen steel pens, holders to suit.....	25	per dozen.	
			1,000 quills, No. 80.....	5 00	per M.	
			6 dozen best black drawing pencils.....	37	per dozen.	
			6 dozen best slate pencils.....	12	do	
			2 dozen camel's hair pencils.....	12	do	
			4 dozen papers best ink powders.....	75	do	
			2 pounds prepared India rubber, in ounce pieces.....	1 00	per pound.	
			12 pounds black sand.....	6	do	
			2 pounds American wafers.....	37	do	
			4 pounds sealing wax.....	62	do	
			2 reams log paper.....	3 50	per ream.	
			4 reams foolscap paper, faint-lined, ruled.....	4 83	do	
			6 reams letter paper, faint-lined, ruled.....	4 75	do	
			2 reams envelope paper.....	2 50	do	
			1 ream blotting paper.....	1 00	do	
			20 sheets drawing paper, double elephant.....	37	per sheet.	
			20 sheets tracing paper.....	87	do	
			2 pounds gum-arabic.....	75	per pound.	
			6 sand boxes, hard wood.....	12	each.	
			6 metal inkstands.....	33	do	
			4 ink saucers.....	2 25	do	
			4 bottles carmine.....	31	do	
			12 drawing pens.....	87	do	
July 17	June 30	J. Sprague.....	200 lights double thick crown glass, assorted.....	30	per light....	Philadelphia.
			20 straight deck lights, 10 by 3 inches.....	1 50	do	
			10 clear magazine glasses, 10 to 12 inches, and 1¼ thick....	7 00	do	
July 17	June 30	W. H. Maurice.....	4 blank books, cap size, faint-lined, 2 quires.....	1 00	each.....	Philadelphia.
			4 blank books, cap size, faint-lined, 3 quires.....	1 50	do	
			2 letter books, cap size, faint-lined, 3 quires.....	1 50	do	
			2 letter books, cap size, faint-lined, 2 quires.....	1 00	do	
			4 memorandum books, cap size, faint-lined, 2 quires.....	1 00	do	
			12 memorandum books, small size.....	25	do	
			2 paper folders.....	37	do	
			6 inkstands, metal.....	50	do	
			6 sand boxes, hard wood.....	25	do	
			4 penknives, 4 blades, Congress.....	1 50	do	
			10 bottles black ink, half pint.....	15	do	
			2 bottles red ink, half pint.....	37	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 17	1856. June 30	W. H. Maurice—Continued.	2 parallel rules, ebony, 24-inch..... 1 round rule ..... 1 flat rule ..... 1 rolling rule..... 2 Gunter's scales ..... 4 double log slates, hard wood frames..... 4 single slates..... 2 porcelain slates..... 6 pounce and box, ivory..... 10 pieces red tape..... 8 pieces silk taste, assorted colors..... 1 wafer seal, ivory..... 4 gross steel pens, assorted..... 2 dozen steel pens, holders to suit pens..... 800 quills, No. 80..... 4 dozen best black lead drawing pencils..... 8 dozen best slate pencils..... 8 dozen best camel's hair brushes..... 12 dozen papers ink powders..... 2 pounds prepared India rubber, ounce pieces..... 4 pounds black sand..... 3 pounds American wafers..... 4 pounds sealing wax..... 2 reams log paper..... 6 reams cap paper, faint-lined, ruled..... 3 reams letter paper, faint-lined, ruled..... 1 ream envelope paper..... 1/2 ream blotting paper..... 48 sheets drawing paper, double elephant, hot pressed..... 24 sheets tracing paper.....	\$1 50 each..... 50 do 25 do 37 do 50 do 2 00 do 62 do 1 00 do 50 do 30 do 50 do 50 do 1 00 per gross. 50 per dozen. 20 00 per M. 75 per dozen. 12 do 50 do 75 do 1 25 per pound. 3 do 75 do 1 00 do 24 00 per ream. 4 00 do 4 00 do 4 50 do 4 50 do 20 per sheet. 50 do	Philadelphia.



July 18 | June 30 | Morris & Tanner .....

600 pounds thimble iron  $\frac{3}{16}$ -inch,  $\frac{1}{2}$  to  $2\frac{1}{2}$  inches wide.....  
 500 pounds square cast steel, from  $\frac{3}{4}$ -inch square to 2 inches.  
 200 pounds blister steel,  $\frac{1}{2}$  by 2 inches to 1 by 3 inches....  
 13,500 pounds round iron,  $\frac{1}{4}$  to  $2\frac{1}{2}$  inches diameter.....  
 13,000 pounds flat iron,  $\frac{3}{8}$  to  $1\frac{1}{2}$  inch thick by  $\frac{3}{8}$  to  $7\frac{1}{2}$  inches  
 wide.....  
 10,000 pounds square iron,  $\frac{3}{8}$  to  $\frac{3}{4}$  inch square.....  
 200 pounds cast steel,  $\frac{3}{8}$  to  $2\frac{1}{2}$  inches square.....  
 100 pounds blister steel,  $\frac{1}{2}$  by 2 inches to 1 by 3 inches....  
 3,150 pounds plate and boiler iron,  $\frac{1}{4}$  to  $\frac{1}{8}$  inch.....  
 93,100 pounds round iron,  $\frac{1}{4}$  to  $1\frac{1}{8}$  inch diameter.....  
 6,782 pounds oval bar iron,  $3\frac{1}{4}$  by  $3\frac{3}{4}$  to  $1\frac{1}{2}$  by  $1\frac{1}{4}$  inch.....  
 14,300 pounds flat iron,  $\frac{1}{4}$  to 2 inches thick by  $1\frac{1}{2}$  to 4 inches  
 wide.....  
 6,000 pounds square iron, from  $\frac{3}{8}$  to  $4\frac{1}{2}$  inches square.....  
 6 pounds square cast steel,  $\frac{3}{8}$  to 2 inches square.....  
 1,000 pounds blister steel, from  $\frac{1}{2}$  by 2 inches to 1 by 3  
 inches.....  
 400 pounds Russia sheet iron, No. 18.....  
 126,000 pounds chain cable iron, from  $\frac{1}{16}$  to 1 inch diameter.....  
 91,750 pounds chain cable iron, from  $1\frac{1}{4}$  to  $1\frac{3}{4}$  inch diameter.....  
 945,215 pounds chain cable iron, from 2 to  $2\frac{1}{2}$  inches diameter.....  
 66,000 pounds round iron,  $\frac{1}{4}$  to 3 inches diameter.....  
 6,000 pounds round iron,  $3\frac{1}{4}$  to  $5\frac{1}{2}$  inches diameter.....  
 27,000 pounds flat iron,  $\frac{1}{4}$  to 2 inches thick, by 1 to 12  
 inches wide.....  
 4,500 pounds flat iron,  $2\frac{1}{2}$  to  $3\frac{1}{2}$  inches thick, by 4 to 10  
 inches wide.....  
 4,000 pounds square iron, from  $\frac{3}{8}$  to  $4\frac{1}{2}$  inches square.....  
 4,000 pounds hoop iron,  $\frac{1}{2}$  to  $\frac{1}{16}$  inch thick, by 1 to  $2\frac{1}{4}$  wide.....  
 5,500 pounds thimble iron  $\frac{3}{16}$  inch, from  $\frac{1}{2}$  to  $2\frac{1}{2}$  inches wide.....  
 300 pounds square cast steel,  $\frac{3}{8}$  to 2 inches square.....  
 450 pounds octagon cast steel,  $\frac{3}{8}$  to 1 inch.....  
 200 pounds blister steel,  $\frac{1}{2}$  by 2 inches to 1 by 3 inches....  
 150 pounds German steel.....  
 3,000 pounds plate and boiler iron, from  $\frac{1}{16}$  to  $\frac{1}{8}$  inch  
 thick, by 72 by 30 inches.....  
 1,000 pounds American sheet iron, Nos. 12 to 20.....  
 500 pounds Russia sheet iron, Nos. 22 and 23.....

5 per pound..  
 16 do  
 7 do  
 3.4 do.....  
 3.3 do  
 3 $\frac{3}{4}$  do  
 16 do  
 7 do  
 5 do  
 3.4 do.....  
 3 $\frac{3}{4}$  do  
 3.3 do  
 3 $\frac{1}{2}$  do  
 16 do  
 6 do  
 15 do  
 4.4 do  
 3.95 do  
 3.95 do  
 3.3 do.....  
 3.5 do  
 3.6 do  
 4 do  
 3 $\frac{3}{4}$  do  
 4 $\frac{1}{4}$  do  
 4 $\frac{1}{2}$  do  
 16 do  
 16 do  
 6 do  
 13 do  
 5 do  
 7 do  
 14 do

Kittery.  
 Philadelphia.  
 Washington.  
 Gosport.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 18	1856. June 30	Morris & Tanner—Cont'd..	10, 000 pounds round iron, from $\frac{1}{4}$ to 3 inches diameter .....	\$0 04 $\frac{3}{4}$ per pound..	Pensacola.
			2, 000 pounds square iron, from $\frac{3}{8}$ to 4 inches square .....	4 $\frac{3}{4}$ do	
July 18	June 30	Thompson & Ondersluys...	2 tons American pig iron, 2, 240 pounds to the ton.....	31 72 per ton....	Gosport.
July 18	June 30	J. L. Savage.....	48 clamp brushes.....	37 each.....	Washington.
			48 hand scrubbing brushes .....	25 do	
			60 whitewash brushes.....	88 do	
			4 hand dusting brushes.....	62 do	
			12 long-handled tar brushes.....	75 do	
			18 short-handled tar brushes.....	50 do	
			12 varnish brushes.....	62 do	
			50 paint brushes, assorted .....	75 do	
			8 sash-tool brushes.....	37 do	
			12 camel's hair brushes.....	50 do	
			$\frac{1}{2}$ pound bristles.....	6 00 per pound.	
July 19	June 30	Nathan Lane.....	4 dozen blank books, cap size, 1 quire.....	3 00 per dozen...	Brooklyn.
			4 dozen blank books, cap size, 2 quires.....	4 50 do	
			1 dozen blank books, cap size, 3 quires.....	9 00 do	
			1 dozen letter books, cap size, 3 quires.....	9 00 do	
			10 dozen memorandum books, half bound, 1 quire.....	1 50 do	
			6 dozen memorandum books, leather bound, 1 quire.....	4 00 do	
			2 dozen paper folders, ivory.....	3 00 do	
			3 dozen sand boxes, hard wood.....	2 25 do	
			3 dozen inkstands, metal .....	6 00 do	
			1 dozen inkstands, patent .....	10 00 do	
			2 dozen penknives, (four blades,) Congress .....	10 00 do	
			9 dozen bottles black ink, half pint each.....	1 50 do	
			4 dozen bottles black ink, one pint each.....	2 00 do	
			3 dozen bottles red ink, half pint.....	1 50 do	
			1 dozen parallel rules, (obony,) 24 inches.....	12 00 do	
			1 dozen Gunter's scales.....	3 50 do	

1 dozen round rules.....	2 00	do
1 dozen flat rules.....	1 50	do
1 dozen rolling rules, 20 inches.....	2 25	do
3 dozen double log slates, (hard wood frames).....	10 00	do
3 dozen single slates.....	1 75	do
½ dozen porcelain slates.....	4 50	do
1½ dozen pounce and boxes, ivory.....	3 00	do
24 dozen pieces red tape.....	20	do
7 dozen pieces silk taste, assorted colors.....	2 25	do
1 dozen wafer seals, ivory.....	2 00	do
2 gross steel pens, assorted.....	2 50	per gross.
24 dozen pen-holders, to suit pens.....	40	per dozen.
4, 000 quills, No. 80.....	3 50	per M.
8 dozen best black lead drawing pencils.....	50	per dozen.
150 dozen best slate pencils.....	10	do
6 dozen camel's hair brushes.....	25	do
10 dozen papers ink-powders.....	10	do
17 pounds prepared India rubber, in ounce pieces.....	75	per pound.
6 dozen black sand, in half-pint papers.....	18	per dozen.
16 pounds American wafers.....	35	per pound.
16 pounds sealing wax.....	50	do
8 reams log paper.....	6 50	per ream.
30 reams cap paper, faint-lined, ruled.....	2 75	do
15 reams letter paper, faint-lined, ruled.....	2 50	do
8 reams envelope paper.....	3 00	do
3 reams blotting paper.....	3 50	do
128 sheets drawing paper, double elephant, hot-pressed....	30	per sheet.
48 sheets tracing paper, double elephant.....	30	do
20 reams regulation cap paper, faint-lined.....	3 00	per ream.
½ ream cartridge paper.....	5 00	do
6 desk knives, ivory handles.....	20	each.
6 erasure knives, ivory handles.....	30	do
24 cards steel pens, with holders.....	12	per card.
48 dozen lead pencils, "Faber's" best.....	38	per dozen.
2 portfolios.....	75	each.
4 pounds gum-arabic, refined.....	20	per pound.
8 pieces India ink.....	20	each.
12 India ink saucers.....	6	do
4 dozen drawing pens.....	20	per dozen.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.	
1855. July 19	1856. June 30	W. Brand & Co.....	113 bolts No. 1 flax canvass .....	\$14 68 per bolt....	Kittery.	
			240 bolts No. 2..... do.....	13 20 do		
			106 bolts No. 3..... do.....	12 33 do		
			49 bolts No. 5..... do.....	10 57 do		
			118 bolts No. 6..... do.....	9 68 do		
			35 bolts No. 7..... do.....	8 67 do		
			50 bolts No. 8..... do.....	8 09 do		
			300 bolts No. 1..... do.....	14 22 do.....		Charlestown.
			300 bolts No. 2..... do.....	12 80 do		
			300 bolts No. 3..... do.....	11 94 do		
			150 bolts No. 4..... do.....	11 10 do		
			100 bolts No. 5..... do.....	10 25 do		
			200 bolts No. 6..... do.....	9 38 do		
			200 bolts No. 7..... do.....	8 40 do		
			200 bolts No. 8..... do.....	7 84 do		
			20 bolts revens duck.....	8 50 do		
			2,500 yards flax coal bagging, 30 inches.....	50 per yard.		
			100 bolts No. 1 flax canvass.....	14 09 per bolt.....	Philadelphia.	
			200 bolts No. 2 flax canvass.....	12 68 do		
			150 bolts No. 3 flax canvass.....	11 84 do		
			50 bolts No. 5 flax canvass.....	10 15 do		
			100 bolts No. 6 flax canvass.....	9 30 do		
			150 bolts No. 7 flax canvass.....	8 33 do		
			100 bolts No. 8 flax canvass.....	7 75 do		
			10 bolts twilled flax coal bagging.....	20 00 do		
			3 bolts No. 1 flax canvass.....	15 66 do.....		Washington.
			15 bolts No. 2 flax canvass.....	14 09 do		
			3 bolts No. 3 flax canvass.....	13 15 do		
			2 bolts No. 4 flax canvass.....	12 21 do		
			5 bolts No. 5 flax canvass.....	11 28 do		

July 19 June 30

Eliza Anderson.....

4 bolts No. 6 flax canvass.....	10 33	do
2 bolts No. 7 flax canvass.....	9 25	do
2 bolts No. 8 flax canvass.....	8 62	do
2 bolts ravens duck.....	9 00	do
2 blank books, cap size, faint-lined, 2 quires .....	75	each.....
2 blank books, cap size, faint-lined, 4 quires.....	1 00	do
2 letter books, cap size, faint-lined, 3 quires.....	1 00	do
12 memorandum books, cap size.....	50	do
5 memorandum books, small size.....	33	do
2 paper folders, ivory.....	38	do
6 sand boxes, hard wood .....	50	do
6 metal inkstands.....	50	do
4 penknives, (4 blades,) Congress .....	1 75	do
20 bottles black ink, half pint each.....	20	do
4 bottles red ink, half pint each.....	50	do
2 parallel rules, ebony, 24 inches.....	1 50	do
4 Gunter's scales.....	62½	do
1 round rule.....	38	do
1 flat rule .....	13	do
1 rolling rule.....	1 75	do
5 double log-slates.....	1 25	do
5 single log-slates.....	88	do
1 porcelain slate.....	1 00	do
2 pounce and box, ivory.....	50	do
38 pieces red tape.....	3	do
8 pieces silk taste.....	18	do
1 wafer seal, ivory.....	75	do
49 cards steel pens, with holders .....	38	do
1,500 quills, No. 90.....	30 00	per M.
10 dozen best black lead drawing pencils.....	75	per dozen.
28 dozen best slate pencils.....	10	do
14 camel's hair pencils.....	12	each.
18 papers ink powder.....	5	do
1½ pound prepared India rubber, 1 ounce pieces.....	2 00	per pound.
6½ pounds black sand .....	6	do
¾ pound American wafers.....	75	do
2 pounds sealing wax.....	1 00	do
2 reams log paper .....	15 00	per ream.
8 reams cap paper, faint-lined.....	5 00	do

Washington.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 19	1856. June 30	Eliza Anderson—Continued.	2½ reams letter paper, faint-lined ..... ¾ ream envelope paper ..... 4 quires blotting paper ..... 32 sheets double elephant drawing paper, hot pressed ..... 12 sheets tracing paper .....	\$5 00 per ream ... 5 00 do 38 per quire. 25 per sheet. 38 do	Washington.
July 19	June 30	J. H. Foster.....	6 blank books, cap size, faint-lined, 3 quires..... 6 blank books, cap size, faint-lined, 1 quire ..... 6 letter books, cap size, faint-lined, 3 quires..... 3 letter books, cap size, faint-lined, 2 quires ..... 12 memorandum books ..... 12 memorandum books, small size ..... 2 paper folders, ivory ..... 6 sand boxes, hard wood ..... 8 inkstands, metal, medium size ..... 4 penknives, 4 blades, Congress ..... 20 bottles blank ink, half pint each ..... 12 bottles red ink, half pint each ..... 3 parallel rules, ebony, 24 inches ..... 2 Gunter's scales, (boxwood) ..... 3 round rules ..... 3 flat rules ..... 4 rolling rules ..... 3 double log-slates, hard-wood frames ..... 2 single slates, hard-wood frames ..... 6 porcelain slates ..... 12 pounce and box, ivory ..... 5 dozen pieces red tape ..... 5 dozen pieces silk taste, assorted colors ..... 2 wafer seals, ivory ..... 6 gross steel pens, assorted .....	1 00 each ..... 60 do 1 00 do 75 do 30 do 15 do 30 do 25 do 1 00 do 1 75 do 15 do 50 do 2 00 do 75 do 37½ do 25 do 25 do 1 00 do 25 do 75 do 20 do 42 per dozen. 2 50 do 50 each. 1 00 per gross.	Kittery.

			2 dozen penholders, to suit the pens.....	1 00	per dozen.	
			800 quills, No. 80.....	30 00	per M.	
			4 dozen best black lead drawing pencils.....	50	per dozen.	
			4 dozen best slate pencils.....	6	do	
			2 dozen camel's hair brushes.....	20	do	
			6 dozen papers ink powders.....	1 00	do	
			2 pounds prepared India rubber, in ounce pieces.....	1 50	per pound.	
			10 pounds black sand.....	16	do	
			5 pounds American wafers.....	75	do	
			4 pounds sealing wax.....	1 50	do	
			1 ream log paper.....	8 00	per ream.	
			6 reams cap paper, faint-lined, ruled.....	5 00	do	
			3 reams letter paper, faint-lined, ruled.....	3 75	do	
			2 reams envelope paper.....	5 00	do	
			$\frac{1}{2}$ ream blotting paper.....	5 00	do	
			36 sheets drawing paper, double elephant, hot pressed....	30	per sheet.	
			36 sheets tracing paper, double elephant.....	40	do	
			6 erasers, ivory handled.....	50	each.	
July 19	June 30	J. A. Higgins.....	500 lights, 14 by 16 inches.....	50	per light....	Gosport.
			100 lights, 14 by 18 inches.....	50	do	
			100 lights, 16 by 22 inches.....	50	do	
			30 straight deck lights, 10 by 3 inches.....	1 00	do	
			40 lights clear magazine glass, 10 to 12 inches diameter, 1 $\frac{1}{4}$ inch thick.....	5 00	do	
			500 feet leading hose, in 50 feet lengths.....	80	per foot.	
			60 feet suction hose, in 6 feet lengths.....	2 00	do	
			100 white-wash brushes.....	1 00	each.	
			24 paint brushes, No. 0000 to 000000.....	1 50	do	
			24 paint brushes, assorted.....	75	do	
July 20	June 30	Bluford & Co.....	4,000 pounds rigging leather.....	33	per pound.	Gosport.
			200 pounds bellows leather.....	49	do	
			200 pounds pump leather.....	30	do	
			4 skins buff leather.....	4 00	each.	
July 20	June 30	J. Davis, jr., Treas. Revore Copper Co.	400,000 pounds best quality American ingot copper.....	26 $\frac{1}{2}$	per pound..	Washington.
July 20	June 30	Storer & Stephenson.....	25,000 pounds oakum.....	7 $\frac{48}{100}$	do	Kittery.
			10,000 pounds oakum.....	7 $\frac{48}{100}$	do	Charlestown.
			3,000 pounds composition sheathing nails, $\frac{3}{4}$ to 1 $\frac{1}{4}$ inches long, 120 to the pound.....	18	do	Brooklyn.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 20	1856. June 30	Storer & Stephenson—Cont.	400 pounds composition boat spikes, 1½ to 3 inches ..... 250 pounds copper cut nails, 3-penny to 30-penny..... 100 pounds brass cocks, ½ to 1¼ inches..... 20 sets couplings, for hand pumps..... 73,000 pounds round iron, from ¾ to 3 inches diameter... 6,000 pounds round iron, from 3¾ to 5 inches diameter.... 32,000 pounds flat iron, from 1¼ to 2 inches thick, by 1 to 9 inches..... 1,600 pounds square iron, from ¾ to 4½ inches square..... 5,000 pounds thimble iron, ¾ inch, from ½ to 2½ inches wide 1,000 pounds square cast steel, from ¾ to 2 inches square.. 600 pounds blister steel, from ½ by 2 inches, to 1 by 3 inches. 600 pounds German steel..... 100 pounds octagon steel..... 1,700 pounds Russia sheet iron, Nos. 12 and 16..... 250 pounds nail rods..... 10,000 pounds hand-made wrought iron spikes, from 4 to 9 inches long..... 800 pounds wrought iron nails, 6-penny to 30-penny..... 150 pounds wrought iron clout nails, ½ to 1¼ inch..... 1,500 pounds iron cut nails, from 4-penny to 40-penny..... 200 pounds finishing nails, ½ to 1½ inch..... 5 dozen brass mortise locks, 4 by 3 inches..... 4 dozen brass deadlocks, 5 by 3½ inches..... 6 dozen brass drawer locks, 2½ by 2½ inches..... 1 dozen brass closet locks..... 1 dozen brass chest locks, 4 by 3 inches..... 1 dozen brass bureau and book-case locks, 3 by 2½ inches. 2 dozen brass padlocks..... 2 dozen iron chest locks, 4 by 3 inches.....	\$0 03 per pound.. 75 do 75 do 50 per set. 4 per pound. 2½ do 3¾ do 2½ do 1 do 10 do 3 do 3 do 3 do 2 do 4 do 4 do 4 do 4 do 6 do 6 do 20 00 per dozen. 25 00 do 10 do 5 00 do 6 00 do 5 00 do 18 00 do 5 00 do	Brooklyn.



2 dozen iron deadlocks, 5 by 3½ inches .....	50	do
4 dozen brass drawer locks, 2½ by 2½ inches .....	5 00	do
4 dozen iron padlocks, 3-inch.....	5 00	do
20 dozen extra keys, assorted, iron and brass .....	5	do
7 dozen brass butt hinges, 5 by 4 inches.....	10 00	do
4 dozen brass butt hinges, 4 by 3 inches.....	10 00	do
12 dozen brass butt hinges, 3 by 2 inches.....	10	do
4 dozen brass butt hinges, 2½ by 2 inches.....	5 00	do
2 dozen brass butt hinges, 2 by 1½ inches.....	5 00	do
2 dozen secretary hinges, quadrant and fastenings.....	15 00	do
3 dozen iron butt hinges, 4 by 4 inches.....	5 00	do
2 dozen brass door hooks and eyes.....	2 00	do
4 dozen brass flush bolts, 5-inch.....	3 00	do
4 dozen brass barrel bolts, 5-inch.....	6 00	do
3 dozen brass table casters, fixed wheel socket.....	3 00	do
10 dozen brass flat buttons.....	2	do
1 dozen brass flat buttons, with plates.....	5 00	do
60 dozen brass curtain rings.....	10	do
10 dozen brass plate escutcheons.....	1 00	do
10 dozen brass thread escutcheons.....	2	do
5 dozen black walnut knobs, 1½ to 2 inches.....	1 00	do
75 gross brass screws, ¾ to 3½ inches, Nos. 11 and 12, wire.....	4	per gross.
60 gross iron screws, ¾ to 4 inches.....	2	do
20 pounds coopers' rivets, American iron, assorted .....	25	per pound.
360 pounds sheet brass, No. 10 to No. 18.....	1	do
75 pounds brass wire, No. 4 to No. 13.....	40	do
225 pounds copper wire, No. 4 to No. 19.....	10	do
25 pounds iron wire, No. 6 to No. 16.....	20	do
10 pounds iron spriggs, from ¾ to 1½ inch.....	50	do
20 pounds iron tacks.....	25	do
5 pounds iron gimp tacks.....	10	do
20 pounds copper tacks.....	1 00	do
1 pound brass escutcheon pins.....	1 00	do
2 pounds sash cord .....	25	do
50 pounds glue .....	20	do
4 water closets, with pipes and cocks, complete.....	1 00	each.
6 water closet basins.....	5 00	do
25 pounds copper burrs .....	40	per pound.
6 dozen lamp screws, double tubes.....	1 00	per dozen.

LIST OF CONTRACTS—Continued.

Date.	Expiration	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 20	1856. June 30	Storer & Stephenson—Cont.	20 axes, narrow, handled..... 6 gridirons ..... 5 griddles..... 5 iron tea-kettles ..... 10 fish kettles..... 5 iron ladles ..... 10 frying pans ..... 5 stew pans..... 15 iron pots or camp kettles..... 9 shovels and tongs, and pokers..... 10 waffle irons..... 6 dish covers, 12 in a set, planished ..... 2 dish covers, 8 in a set, planished ..... 2 dish covers, 7 in a set, planished ..... 30 scoop shovels ..... 10 shoemakers' awls, handled..... 5 2-foot rules, double jointed..... 18 dozen ship scrapers, steel blades..... 50 sheath knives..... 6 carpenters' adzes, handled..... 3 hollow adzes, handled..... 10 wire awls, handled..... 3 braces and bitta, (48 bitts each)..... 5 carpenters' compasses..... 12 firmer chisels, assorted..... 2 glaziers' diamonds..... 2 dozen pit saw files..... 3 dozen handsaw files..... 25 nail gimlets..... 25 spike gimlets.....	\$1 00 each..... 1 00 do 1 00 do 1 00 do 1 00 do 10 do 1 00 do 2 00 do 2 00 do 1 00 per set. 50 each. 20 per set. 20 00 do 10 00 do 1 00 each. 5 do 50 do 3 per dozen. 20 each. 10 do 3 00 do 5 do 5 00 do 50 do 50 do 5 00 do 2 00 per dozen. 2 00 do 8 each. 20 do	Brooklyn.

10 carpenters' gauges.....	50	do
2 wrench hammers.....	3 00	do
12 drawing knives.....	75	do
12 putty knives.....	20	do
2 copper glue kettles.....	6 00	do
9 pitch ladles.....	2	do
6 pitch kettles.....	3 00	do
1 turning lathe and tools, complete.....	50 00	do
40 glass lamp chimneys.....	10	do
2 grooving planes.....	2 00	do
6 smoothing planes.....	10	do
6 beading planes.....	10	do
2 ploughs with 8 bits.....	15 00	do
6 pincers, assorted.....	25	do
12 plyers.....	25	do
20 wood rasps.....	25	do
15 segments for bells.....	6	do
4 whip saws.....	3 00	do
12 hand saws.....	10	do
12 cross-cut saws.....	10	do
2 wood saws.....	2 00	do
10 compass saws.....	30	do
6 key-hole and pad saws.....	10	do
2 jack-screws, Ballard's patent.....	25 00	do
6 spoke shaves.....	50	do
10 oilstones.....	50	do
2 grindstones, mounted.....	20	do
12 trying squares.....	3	do
2 iron squares.....	1 00	do
6 tape measures, 50 feet.....	10	do
2 bench vices, 50 to 70 pounds.....	20	per pound.
6 adzes.....	10	each.
coopers' tools.....		
2 bung borers, 4 inches diameter..... do.	1 00	do
2 tap borers..... do.	1 00	do
2 compasses..... do.	1 00	do
2 hammers, handled..... do.	1 00	do
2 long jointers..... do.	5 00	do
2 short jointers..... do.	5 00	do
6 rounding knives..... do.	10	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 20	1856. June 30	Storer & Stephenson—Con'd	6 hollow knives.....coopers' tools..... 4 block planes.....do..... 3 bucket shaves.....do..... 2 can shaves.....do..... 2 in-shaves.....do..... 2 anvils.....smiths' tools..... 2 smiths' bellows, large.....do..... 12 iron braces and bitts, complete...do..... 8 smiths' callipers.....do..... 12 armorers' compasses.....do..... 2 letter and figure dies, $\frac{3}{8}$ inch.....do..... 24 fine files.....do..... 24 rat-tail files.....do..... 3 iron forges, portable.....do..... 18 hack saws.....do..... 2 screw plates, large size.....do..... 2 screw plates, small size.....do..... 2 hand shears.....do..... 5 turned shears.....do..... 6 sheep shears.....do..... 2 iron stakes.....do..... 2 tinnerns' edge stakes.....do..... 2 planishing stakes.....do..... 2 bench vices, large size.....do..... 2 bench vices, small size.....do..... 2 sets binnacle braces, brass.....do..... 1,000 1-inch sheave rivets.....do..... 2,000 $1\frac{1}{2}$ inch.....do..... 1,000 $1\frac{1}{4}$ -inch.....do..... 1,000 $1\frac{1}{2}$ -inch.....do.....	\$0 10 each ..... 3 00 do 1 00 do 1 00 do 1 00 do 25 00 do 5 00 do 2 do 1 00 do 50 do 5 00 do 50 do 25 do 25 00 do 2 00 do 20 00 do 7 50 do 1 00 do 2 00 do 1 00 do 5 00 do 5 00 do 10 00 do 10 do 10 00 do 6 00 per set. 5 00 per M. 5 00 do 5 00 do 5 00 do	Brooklyn.

3,000 3/4-inch.... do..... 1/8-inch wire.....	5 00	do
50 pounds boiler rivets.....	16	per pound.
100 pounds flax sewing twine, 3 threads.....	50	do
200 pounds flax whipping twine.....	2	do
50 pounds flax seine twine.....	80	do
300 pounds cotton twine, 5 and 6 threads.....	20	do
200 lights, double thick crown glass, 8 by 10 inches.....	4	per light.
100.....do.....do.....do..... 10 by 14...do.....	1	do
44.....do.....do.....do..... 11 by 15...do.....	10	do
44.....do.....do.....do..... 12 by 14...do.....	1	do
40.....do.....do.....do..... 12 by 16...do.....	10	do
70.....do.....do.....do..... 12 by 18...do.....	10	do
50.....do.....do.....do..... 14 by 20...do.....	20	do
100 6-inch round port glass lights, 1 inch thick.....	1 50	each.
15 pieces 18-inch red bunting.....	8 00	per piece.
15 pieces 12-inch....do.....	8	do
15 pieces 9-inch....do.....	8	do
10 pieces 4 1/2-inch....do.....	5 00	do
10 pieces 18-inch white bunting.....	10 00	do
15 pieces 12-inch....do.....	10	do
15 pieces 9-inch....do.....	10	do
10 pieces 4 1/2 inch....do.....	5 00	do
5 pieces 18 inch blue bunting.....	10 00	do
10 pieces 12-inch....do.....	10	do
10 pieces 9-inch....do.....	10	do
5 pieces 18-inch green bunting.....	10 00	do
10 pieces 18-inch yellow bunting.....	10	do
400 yards white muslin.....	10	per yard.
10 pieces Russia sheeting.....	5 00	per piece.
250 yards black or blue muslin.....	10	per yard.
5 papers sewing needles.....	20	per paper.
20 pounds white linen thread.....	1 00	per pound.
20 pounds black linen thread.....	1 00	do
20 yards green baize.....	2 00	per yard.
50 yards fearnaught.....	2 00	do
50 sheets felt.....	1 00	per sheet.
50 yards carpet binding.....	2	per yard.
200 yards broad gimp.....	25	do
50 yards worsted binding.....	2	do

LIST OF CONTRACTS—Continued.

Date	Expiration	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 20	1856. June 30	Storer & Stephenson—Continued.	30 yards satinot..... 15 yards broadcloth..... 3 pounds shoe thread..... 100 barrels pitch..... 25 barrels thin tar..... 30 barrels rosin..... 10 barrels white turpentine..... 5 barrels coal tar..... 30 gallons tar oil..... 100 hickory brooms..... 100 corn brooms..... 10 copper hand-pumps, with joints..... 1 Erricson's leads..... 1 Massey's logs..... 6 silver calls..... 30 sheets mica..... 60 sheets horn for lanterns..... 30 life-preservers..... 4 seines of tawed flax, (80 fathoms,) with bag and sinkers, complete..... 40 pounds lampwick yarn..... 15 gross lampwick, wove..... 20 pounds beeswax..... 30 log lines..... 30 hand lines (3/4 inch) 50 fathoms long..... 20 fishing lines..... 10 wood pumps..... 20 pounds white chalk..... 5 pounds red chalk..... 280 pounds chloride of lime, in 20 pound jars.....	\$1 00 per yard... 2 00 do 1 00 per pound. 2 50 per barrel. 4 00 do 1 00 do 5 00 do 1 00 do 1 00 per gallon. 20 each. 50 do 10 do 20 00 do 25 00 do 10 do 10 per sheet. 10 do 2 00 each. 100 00 do 25 per pound. 1 00 per gross. 50 per pound. 10 each. 10 do 2 00 do 1 00 do 2 per pound. 10 do 10 do	Brooklyn.

2 paint stones and mullers.....	3 00	each.
29 deep-sea lines, size 1¼ inch, length 300 fathoms, 4,000 pounds weight.....	5	per pound.
15 deep-sea lines, size 1½ inch, length 200 fathoms, 1,500 pounds weight.....	5	do
15 deep-sea lines, size ¾ inch, length 120 fathoms, 1,125 pounds weight.....	5	do
2 sets signal halyards, length 350 fathoms, 550 pounds weight.....	5	do
3,000 pounds marline.....	1	do
6 rope jacks.....	1 00	each.
100 sail needles.....	10 00	per hundred.
100 roping needles.....	10 00	do
50 mounted palms, sewing.....	50	each.
25 mounted roping palms.....	60	do
6 chalk lines.....	20	do
30 lamps, with reflectors, small size.....	1 00	do
12 casks slacked lime.....	1 50	do
250 bath bricks No. 1.....	6	do
20 globe lanterns, guards and lamps, complete.....	10 00	do
54 pounds borax.....	30	per pound.
18 pounds sal ammoniac.....	10	do
40 pounds rottenstone.....	20	do
30 skeins large catgut.....	30	each.
150 bushels charcoal.....	20	per bushel.
6 swivel lamps.....	10 00	each.
100 pounds packing yarn.....	50	per pound.
2 iron paint mills.....	5 00	each.
100 pounds iron borings.....	10	per pound.
3 reams emery cloth.....	10 00	per ream.
10 pounds emery.....	25	per pound.
1 barrel clay (fire).....	5 00	per barrel.
4 barrels Indian meal.....	3 00	do
50 pounds black lead.....	20	per pound.
100 pounds potash.....	20	do
50 pounds cotton packing.....	50	do
100 pounds rubber packing, per patterns.....	1 00	do
30 pounds powdered soapstone.....	10	do
25 pounds sulphur.....	20	do





100 gallons spirits turpentine.....	60	per gallon.
400 gallons raw linseed oil.....	90	do
20 gallons copal varnish, light color.....	2 50	do
30 gallons Pennsylvania zinc dryer.....	1 00	do
1 glazier's diamond.....	5 00	each.
125 pounds flax twine, assorted thread.....	30	per pound.
30 pounds flax whipping twine.....	25	do
20 pounds flax seine twine.....	50	do
25 pounds cotton twine, assorted thread.....	40	do
375 pounds rigging leather.....	40	do
225 pounds bellows leather.....	50	do
175 pounds pump leather.....	30	do
60 yards blue bunting, 14 inches wide.....	20	per yard.
100 yards white do.....do.....	20	do
100 yards red do.....do.....	20	do
18 yards yellow do.....do.....	20	do
12 yards white muslin.....	25	do
16 yards green baize.....	1 00	do
30 yards searnaught.....	3 00	do
180 yards worsted binding.....	3	do
2 pounds sewing thread, assorted colors.....	2 00	per pound.
2 pounds shoe thread.....	1 00	do
100 hickory brooms.....	15	each.
150 corn brooms.....	30	do
6 copper hand pumps, with joints.....	10 00	do
3 wood hand pumps, with joints.....	1 00	do
1 Erricson's leads.....	20 00	do
1 Massey's logs.....	20 00	do
4 silver calls.....	5 00	do
100 sheets mica.....	5	do
200 sheets horn, for lanterns.....	10	do
14 pounds mop yarn.....	50	per pound.
50 pounds refined borax.....	40	do
20 globe lanterns, with guards complete.....	7 50	each.
18 life preservers.....	2 00	do
1 seine of tawed flax, (80 fathoms) with bag and sinkers complete.....	100 00	do
20 pounds lamp wick yarn.....	20	per pound.
10 log lines.....	1 00	each.



500 gallons spirits turpentine .....	50 per gallon.
100 pounds gum Demarara .....	30 per pound.
5 pounds Prussian blue .....	80 do
10 gallons zinc drying oil .....	1 00 per gallon
10 gallons spirits of wine .....	1 00 do
14 Ericson's leads .....	20 00 each.
14 Massey's logs .....	20 00 do
20 pounds lamp-wick yarn.....	20 per pound.
500 pounds beeswax .....	30 do
2 seines of tawed flax, (80 fathoms) with bag and sinkers complete.....	1 25 per fathom.
10 log lines, 60 fathoms each .....	2 00 each.
30 hand lines, 60 fathoms each .....	3 00 do
2 pounds red chalk .....	20 per pound.
380 pounds chloride of lime, in 20-pound jars .....	10 do
30 hides, raw .....	10 00 each.
5 pounds thrums .....	1 00 per pound.
10 barrels lime .....	2 00 per barrel.
18 pounds borax.....	50 per pound.
590 Bath bricks .....	5 each.
44 skeins catgut, large skeins .....	25 do
200 pounds mercury, in flasks.....	1 00 per pound.
500 pounds potash.....	10 do
3,500 pounds packing yarn.....	18 do
264 pounds packing cotton .....	10 do
160 pounds soapstone, pulverized.....	5 do
140 pounds su.phur.....	10 do
300 pounds sheet rubber .....	1 00 do
7,000 pounds cotton waste .....	10 do
5 gallons white vitriol.....	1 00 per gallon.
1,000 pounds composition sheathing nails, $\frac{3}{4}$ to $1\frac{1}{2}$ -inch .....	25 per pound..
400 pounds composition boat nails, from $1\frac{1}{2}$ to 4-inch.....	20 do
100 pounds composition rivets, from 5-16 to $\frac{3}{4}$ -inch .....	25 do
1,400 pounds wrought-iron spikes, 4 to 7 inches long.....	8 do
800 pounds wrought-iron boat nails, 4d to 40d.....	8 do
1,600 pounds iron cut nails, 4d to 40d .....	5 do
400 pounds iron cut finishing nails, $\frac{1}{2}$ to $1\frac{1}{2}$ -inch .....	8 do
1 dozen brass mortise locks, $4\frac{3}{4}$ by 4 in., $\frac{3}{8}$ -inch thick, white porcelain knobs, brass keys, furniture plated, complete.	25 00 per dozen.

Warrington.

LIST OF CONTRACTS—Continued.

Date.	Expiration	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 20	1856. June 30	Storer & Stephenson—Con.	6 dozen white porcelain knobs, assorted sizes ..... 2 dozen brass dead locks, 2 $\frac{1}{2}$ -inch ..... 2 dozen brass drawer locks, 2 $\frac{1}{2}$ -inch ..... 2 dozen brass chest locks, 4-inch ..... 1 dozen brass closet locks, 6-inch, right and left ..... 2 dozen brass bureau and book-case locks, 3-inch ..... 2 dozen brass cupboard locks, 4 by 3 $\frac{1}{2}$ inches, right and left ..... 2 dozen brass padlocks ..... 1 dozen iron deadlocks, 3-inch ..... 2 dozen iron chest locks, 3 $\frac{1}{2}$ -inch ..... 1 dozen iron drawer locks, 3-inch ..... 1 dozen iron padlocks, 4-inch ..... 1 dozen brass door locks, 6 by 5 inches, white porcelain knobs, brass keys, furniture plated, complete ..... 1 dozen brass door locks, 4 $\frac{1}{2}$ by 3 $\frac{1}{2}$ inches, white porcelain knobs, brass keys, furniture plated, complete ..... 1 dozen brass door locks, 3 by 2 $\frac{1}{2}$ inches, white porcelain knobs, brass keys, furniture plated, complete ..... 1 dozen extra keys, assorted, iron and brass ..... 8 dozen brass butt hinges, 2 $\frac{1}{2}$ by 4 inches ..... 3 dozen brass secretary hinges, quadrant and fastenings .. 1 dozen brass table hinges, 1 $\frac{1}{2}$ -inch ..... 1 dozen brass chest hinges, 1 $\frac{1}{2}$ -inch ..... 2 dozen brass chest joint hasps and staples ..... 10 dozen iron butt hinges, 3 by 1 $\frac{1}{2}$ inches ..... 1 dozen iron chest hinges, 2 $\frac{1}{2}$ by 1 $\frac{1}{2}$ inches ..... 2 dozen iron chest joint hasps and staples ..... 1 dozen brass door hooks and eyes ..... 12 dozen brass coat and hat hooks, 4 $\frac{1}{2}$ to 7 inches ..... 2 dozen brass pantry hooks .....	\$2 00 per dozen ... 12 00 do 6 00 do 9 00 do 10 00 do 6 00 do 8 00 do 15 00 do 5 00 do 6 00 do 5 00 do 5 00 do 30 00 do 30 00 do 25 00 do 5 00 do 6 00 do 12 00 do 5 00 do 5 00 do 10 00 do 1 00 do 3 00 do 8 00 do 1 00 do 2 00 do 1 00 do	Warrington.

Aug. 8 June 30

Storer & Stephenson.....

6 dozen brass flush rings, with plates.....	1 00	do
4 dozen brass flush bolts.....	3 00	do
10 dozen iron butt hinges, 2½ by 1½ inches.....	1 00	do
1 dozen iron table hinges, 2½ by 1½ inches.....	3 00	do
1 dozen brass barrel bolts, 6-inch.....	16 00	do
2 dozen brass table casters, 1½-inch wheel.....	5 00	do
6 dozen brass flat buttons, with plates, 1½ inch.....	1 00	do
1 dozen brass knob latches, 6-inch.....	5 00	do
12 dozen brass curtain rings, ¾-inch.....	3	do
6 dozen brass plate escutcheons, ¾-inch.....	20	do
6 dozen brass thread escutcheons, ¾-inch.....	20	do
2 pounds brass escutcheon pins.....	1 00	per pound.
36 gross brass screws, ¾ to 3½ inch, Nos. 1 to 10.....	2 00	per gross.
40 gross iron screws, ¾ to 4 inch, Nos. 1 to 10.....	2 00	do
100 pounds coopers' rivets, American iron.....	10	per pound.
50 pounds iron spriggs, from ¾ to 1½ inch.....	10	do
50,000 iron tacks, from ¾ to 1 inch.....	10	per M.
25,000 copper tacks, from ¾ to 1 inch.....	1 00	do
100 pounds sash cord.....	25	per pound.
2 dozen L'Hommedieu's ship augers, ½ to 1 inch.....	20 00	per dozen.
5 dozen 5-inch whip-saw files.....	1 00	do
1 dozen plyers.....	5 00	do
1 dozen pincers.....	5 00	do
½ dozen coopers' adzes.....	24 00	do
½ dozen coopers' axes.....	24 00	do
½ dozen coopers' drawing knives.....	10 00	do
½ dozen coopers' hollowing knives.....	12 00	do
½ dozen coopers' rounding knives.....	12 00	do
½ dozen coopers' hammers.....	10 00	do
½ dozen bung borers.....	10 00	do
½ dozen tap borers.....	6 00	do
1 dozen saw sets.....	1 00	do
½ dozen hack saws, complete.....	36 00	do
5,000 pounds dry white lead.....	10	per pound.
3,000 pounds dry red lead.....	8	do
1,000 pounds dry litharge.....	1	do
2,500 pounds dry whiting.....	1	do
1,500 pounds dry lampblack.....	1	do
50 pounds dry chrome green.....	20	do

Brooklyn.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. Aug. 8	1856. June 30	Storer & Stephenson—Cont.	1,000 pounds dry yellow ochre..... 100 pounds dry chrome yellow..... 200 pounds dry Venetian red..... 10 pounds Chinese vermilion..... 50 pounds dry Spanish brown..... 75 pounds dry Turkey umber..... 10 pounds sugar of lead..... 500 pounds white zinc paint, ground in oil..... 50 gallons spirits turpentine..... 2,000 gallons raw linseed oil..... 10 gallons copal varnish..... 10 gallons Japan varnish..... 10 gallons spirits of wine, 95 per cent..... 10 pounds dry Indian red..... 10 pounds raw sienna..... 21 pounds ultra marine blue..... 200 pounds brown manganese..... 10 pounds Chinese blue..... 150 pounds asphaltum..... 10 pounds pumice stone..... 10 gallons harness varnish..... 25 gallons coach varnish..... 25 pounds gum-shellac..... 2,000 pounds pig lead..... 1,300 pounds drawn lead pipe, ½ to 2½ inches diameter..... 500 pounds block tin..... 20 pounds braziers' solder..... 1 box I C, 14 by 20 tin..... 2 boxes S D X tin..... 3 boxes I X tin.....	\$0 0½ per pound .. 2 do 1 do 1 00 do 4 do 2 do 10 do 10 do 1 00 per gallon. 75 do 3 60 do 5 do 1 00 do 10 per pound. 10 do 20 do 1 do 60 do 2 do 5 do 1 50 per gallon. 2 do 20 per pound. 6 do 6 do 25 do 50 do 15 00 per box. 15 00 do 10 00 do	Brooklyn.

			1 box I C, 10 by 14 tin.....	15 00	per box.	
			2,000 pounds rigging leather.....	25	per pound.	
			50 pounds bellows leather.....	1 00	do	
			150 pounds pump leather.....	20	do	
			600 pounds large size sides dressed raw hides.....	20	do	
			120,000 pounds pig lead, best Missouri or western.....	6.90	do.....	Washington.
			300 pounds drawn lead pipe, $\frac{1}{4}$ to $2\frac{1}{2}$ inches in diameter...	8	do	
			5,000 pounds best slab zinc.....	7	do	
			300 pounds sheet zinc, No. 23 wire gauge.....	10	do	
July 20	June 30	Storer & Stephenson.....	10,000 pounds block tin, English or East India.....	31.90	do	
			100 pounds braziers' solder, long grain.....	40	do	
			50 boxes tin, I X, 14 by 20 inches.....	12 50	per box.	
			20 boxes tin, X, 14 by 20 inches.....	14 00	do	
July 20	June 30	Wm. Mason & Son.....	11 bolts No. 2 cotton canvass.....	9 00	per bolt.....	Kittery.
			60 bolts No. 4 cotton canvass.....	8 17	do	
			21 bolts No. 6 cotton canvass.....	7 32	do	
			18 bolts No. 8 cotton canvass.....	6 46	do	
			2 bolts No. 9 cotton canvass.....	6 18	do	
			2 bolts No. 10 cotton canvass.....	5 64	do	
			56 bolts hammock stuff, 42 inches wide.....	21 00	do	
			23 bolts bag stuff, 42 inches wide.....	15 32	do	
			10 bolts cot stuff, 30 inches wide.....	10 78	do	
			25 bolts No. 2 cotton canvass.....	8 80	do.....	Charlestown.
			25 bolts No. 3 cotton canvass.....	8 40	do	
			100 bolts No. 4 cotton canvass.....	8 05	do	
			50 bolts No. 5 cotton canvass.....	7 60	do	
			60 bolts No. 6 cotton canvass.....	7 10	do	
			10 bolts No. 1 cotton canvass.....	9 50	do.....	Brooklyn.
			15 bolts No. 2 cotton canvass.....	8 80	do	
			30 bolts No. 3 cotton canvass.....	8 40	do	
			50 bolts No. 4 cotton canvass.....	8 05	do	
			50 bolts No. 5 cotton canvass.....	7 60	do	
			100 bolts No. 6 cotton canvass.....	7 10	do	
			50 bolts No. 7 cotton canvass.....	6 75	do	
			50 bolts No. 8 cotton canvass.....	6 30	do	
			5 bolts No. 9 cotton canvass.....	5 85	do	
			25 bolts No. 10 cotton canvass.....	5 40	do	
			200 bolts hammock stuff.....	20 75	do.	
			150 bolts bag stuff.....	15 10	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 20	1856. June 30	Wm. Mason & on—Con'd.	100 bolts cot stuff..... 4, 000 yards twilled bagging, 30 inches wide..... 10 bolts No. 1 cotton canvass..... 40 bolts No. 2 cotton canvass..... 30 bolts No. 3 cotton canvass..... 150 bolts No. 4 cotton canvass..... 150 bolts No. 5 cotton canvass..... 67 bolts No. 6 cotton canvass..... 46 bolts No. 7 cotton canvass..... 40 bolts No. 8 cotton canvass..... 15 bolts No. 9 cotton canvass..... 10 bolts No. 10 cotton canvass..... 40 bolts hammock stuff..... 1, 000 yards bag stuff, 42 inches wide..... 1, 000 yards cot stuff, 30 inches wide..... 3, 000 yards Methuen duck cotton, 30 to 31 inches wide ... 1 bolt No. 1 cotton canvass..... 1 bolt No. 2 cotton canvass..... 1 bolt No. 3 cotton canvass..... 1 bolt No. 4 cotton canvass..... 1 bolt No. 5 cotton canvass..... 1 bolt No. 6 cotton canvass..... 1 bolt No. 7 cotton canvass..... 1 bolt No. 8 cotton canvass..... 1 bolt No. 9 cotton canvass..... 1 bolt No. 10 cotton canvass..... 5 bolts No. 2 cotton canvass..... 10 bolts No. 4 cotton canvass..... 10 bolts No. 5 cotton canvass..... 20 bolts No. 6 cotton canvass.....	\$10 50 per bolt..... 11.75 per yard. 9 50 per bolt. .... 8 80 do 8 40 do 6 05 do 7 60 do 7 10 do 6 75 do 6 30 do 5 85 do 5 40 do 20 75 do 30 per yard. 20½ do 12½ do 9 50 per bolt. .... 8 80 do 8 40 do 8 05 do 7 60 do 7 10 do 6 75 do 6 30 do 5 85 do 5 40 do 8 80 do..... 8 05 do 7 60 do 7 10 do	Brooklyn. Philadelphia. Washington. Gosport.



Month	Period	Supplier	Item	Price	Location			
July 21	June 30	A. A. Degraw	10 bolts No. 7 cotton canvass	6 75 do				
			10 bolts No. 10 cotton canvass	5 40 do				
			40 bolts hammock stuff	20 75 do				
			20 bolts bag stuff	15 10 do				
			50 bolts No. 4 cot stuff	10 50 do				
			600 pounds composition boat nails, from $\frac{3}{4}$ to $1\frac{1}{8}$ inch	22 per pound	Kittery.			
			600 pounds copper cut nails, from 3-penny to 30-penny	38 do				
			100 pounds copper boat nails, $1\frac{1}{2}$ to 4 inches	37 do				
			20 brass cocks, from $\frac{3}{8}$ to $1\frac{1}{2}$ inch	2 00 per piece				
			5,000 pounds composition sheathing nails, $\frac{3}{4}$ to $1\frac{1}{8}$ inch	22 per pound	Charlestown.			
			300 pounds composition boat nails, $1\frac{1}{2}$ to 4 inches	25 do				
			2,000 pounds copper cut nails, 3-penny to 30-penny	37 do				
			500 pounds copper boat nails, $1\frac{1}{2}$ to 4 inches	38 do				
			100 pounds composition riveting burs, assorted	28 do				
			160 pounds brass cocks, from $\frac{3}{8}$ to $1\frac{1}{2}$ inch	90 do				
			4,500 pounds composition sheathing nails, $\frac{3}{4}$ to $1\frac{1}{8}$ inch	22 do	Washington.			
			300 pounds composition boat nails, $1\frac{1}{2}$ to 4 inches	26 do				
			500 pounds copper cut nails, 3-penny to 30-penny	33 do				
			July 21	June 30	John H. Bowie & Co.	75 pounds copper boat nails, $1\frac{1}{2}$ to 4 inches	38 do	
						1,000 pounds drawn lead pipe, $1\frac{1}{2}$ to $2\frac{1}{2}$ inches diameter	8 do	Gosport.
2,000 pounds pig zinc	7 $\frac{1}{2}$ do							
500 pounds sheet zinc	9 do							
2,000 pounds block tin	30 do							
10 boxes XX tin, 14 by 20	12 00 per box							
10 boxes X tin	12 00 do							
10 boxes single tin	12 00 do							
200 feet leading hose, 25 feet lengths	70 per foot	Kittery.						
36 feet suction hose, 6 feet lengths	3 00 do							
3 hose-pipes, brass, $\frac{1}{2}$ , $\frac{3}{4}$ , and 1 inch	6 00 each							
200 feet leading hose, 25 feet lengths	62 $\frac{1}{2}$ per foot	Brooklyn.						
75 feet suction hose, 6 feet lengths	2 50 do							
350 feet leading hose, in 50 feet lengths	65 do	Washington.						
48 feet suction hose, in 6 feet lengths	2 75 do							
July 21	June 30	James Lesley, jr.	1,000 pounds wrought-iron nails, 6-penny to 30-penny	11 per pound	Philadelphia.			
			5,700 pounds iron cut nails, 4-penny to 40-penny	4 do				
			500 pounds wrought-iron spikes, 4 to 6 inches	5 $\frac{1}{2}$ do				
			200 pounds wrought-iron boat nails, 4-penny to 20-penny	11 do				
			50 pounds wrought-iron clout nails, $\frac{1}{2}$ to $1\frac{1}{2}$ inch	12 $\frac{1}{2}$ do				
			500 pounds drawn lead pipe, $\frac{1}{2}$ to $2\frac{1}{2}$ inches diameter	8 $\frac{1}{2}$ do				

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 20	1856. June 30	James Lesley, jr.—Cont'd.	100 pounds pig zinc..... 300 pounds sheet tin..... 100 pounds block tin..... 10 boxes XX tin, 14 by 20..... 10 boxes X tin, 14 by 20..... 4 dozen brass mortise locks, 3½ by 4 inches, halfinch thick, white porcelain knobs, brass keys, furniture plated, com- plete..... 2 dozen brass upright rim locks, 6-inch..... 10 dozen brass drawer locks, 2 by 2½ inches..... 10 dozen brass closet right and left locks, 6-inch..... 6 dozen brass chest right and left locks..... 4 dozen brass padlocks, 2½ to 3 inches..... 2 dozen brass bureau and book-case locks, 2½ by 3 inches..... 15 dozen iron bureau locks, 2½ by 3 inches..... 2 dozen iron chest locks, 4 inches long..... 2 dozen extra keys, assorted..... 11 dozen brass butt hinges, 2 by 3 inches..... 6 dozen brass slip pin hinges, 3½ by 6 inches..... 2 dozen brass secretary hinges, quadrant and fastenings.. 3 dozen brass chest joint hasps and staples..... 4 dozen iron chest, 18 inches..... 6 dozen brass door hooks and eyes, 3 to 8-inch..... 6 dozen iron chest joint hasps and staples..... 5 dozen brass coat and hat hooks..... 12 dozen brass pantry hooks, 1½ to 2 inches..... 6 dozen brass flush rings, with plates..... 7 dozen brass flush bolts..... 4 dozen brass table castors..... 6 dozen brass lamp hooks, 4 to 6 inches.....	\$0 07 per pound... 8½ do 15 do 14 50 per box. 12 50 do  7 00 per dozen. 16 00 do 2 50 do 2 00 do 1 00 do 1 00 do 3 50 do 2 25 do 4 00 do 62½ do 3 60 do 9 00 do 4 00 do 8 00 do 1 00 do 2 00 do 4 50 do 1 75 do 25 do 1 25 do 50 do 1 12 do 2 00 do	Philadelphia.

6 dozen brass flat buttons.....	12½	do
4 dozen brass table fastenings.....	3 50	do
6 dozen brass flat buttons, with plates.....	70	do
1 dozen brass tank plates, 3-inch.....	9 00	do
24 dozen brass plate escutcheons.....	3	do
24 dozen brass thread escutcheons.....	3	do
34 dozen brass screw knobs, ¾ to 1 inch.....	10	do
180 black walnut knobs, 1 to 2-inch.....	18	do
61 gross iron screws, from ¾ to 4-inch.....	37	each.
110 pounds brass wire, from No. 1 to 17.....	31	per pound.
90 pounds iron wire, from No. 8 to 18.....	8	do
50 pounds glue.....	16	do
10 water closets, pipes and cocks, complete.....	14 50	each.
2 sets braces and bits, (48 each).....	7 00	per set.
2 bevels, steel-tongued.....	56	each.
4 compasses, carpenters'.....	25	do
18 firmer chisels, assorted.....	25	do
12 socket chisels, assorted.....	75	do
20 nail gimlets.....	4	do
6 spike gimlets.....	12	do
8 firmer gouges, assorted.....	31	do
8 socket gouges, assorted.....	81	do
2 carpenters' gauges.....	28	do
4 carpenters' adzes.....	2 50	do
4 carpenters' adzes, hollow.....	2 50	do
2 mast callipers.....	2 25	do
6 claw hammers.....	75	do
4 wrench hammers.....	2 00	do
2 drawing knives.....	1 00	do
4 jackscrews, Ballard's.....	16 00	do
12 segments for bells.....	25	do
2 sets dies, letter and figure, ¾ inch.....	9 00	do
4 plyers, assorted.....	50	do
4 hatchets, assorted.....	1 00	do
2 pickaxes, with grubbing hoes attached.....	1 25	do
50 fish hooks, assorted.....	2	do
2 pallet knives.....	37½	do
2 putty knives.....	25	do
2 pounds brass solder.....	45	per pound.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 21	1856. June 30	James Lesley, jr.—Cont'd..	10 pounds pewter solder..... 1 glue kettle..... 2 pitch kettles..... 20 candlesticks, fitted with tin lamps..... 1 grooving plane..... 2 smoothing planes..... 1 rabbit plane..... 1 long jointer plane..... 6 short jointer planes..... 2 jack planes..... 1 plough plane, with 8 bits..... 1 match plane..... 2 beading planes..... 2 moulding planes..... 6 wood rasps, assorted..... 4 2-foot box rules, single and double-jointed..... 1 steelyard..... 1 whip saw..... 6 hand saws..... 2 wood saws..... 1 sash saw..... 1 panel saw..... 2 compass saws..... 2 keyhole saws..... 1 tennon saw..... 1 dovetail saw..... 2 cross-cut saws..... 2 spokeshaves..... 2 oilstones..... 1 grindstone, 150 pounds.....	\$0 25 per pound... 1 00 each. 1 75 do 50 do 1 50 do 1 00 do 75 do 2 00 do 1 50 do 75 do 5 00 do 2 00 do 65 do 1 25 do 37½ do 75 do 1 25 do 1 50 do 1 50 do 75 do 1 25 do 1 75 do 37½ do 44 do 1 25 do 1 12 do 3 50 do 50 do 15 do 2½ per pound.	Philadelphia.

2 trying squares, steel tongues.....	33	each.
2 iron squares.....	37½	do
2 hand vices.....	1 00	do
1 bench vice.....	75	do
1 shifting bench.....	2 00	do
2 glaziers' diamonds.....	5 00	do
2 tape lines, 100 feet each.....	2 00	do
50 needles, 4-thread.....	2	do
50 needles, 6-thread.....	2	do
50 needles, 8-thread.....	3	do
200 sewing needles, assorted.....	1	do
2 pair steel scissors.....	62½	do
2 spring balances.....	1 25	do
20 globe lamps, with feeders.....	1 00	do
50 glass lamp chimneys.....	8	do
200 lamp wicks.....	1	do
20 lamps, with reflectors.....	1 25	do
20 coal shovels.....	75	do
2 spades.....	75	do
2 coopers' axes.....	2 50	do
2 coopers' adzes.....	1 50	do
1 bung borer, 4-inch.....	3 00	do
1 tap borer.....	1 00	do
1 brace and bitts, (20 bitts).....	3 50	do
2 compasses.....	87½	do
1 long jointer.....	3 50	do
1 short jointer.....	2 00	do
1 block plane.....	1 25	do
1 bucket shave.....	75	do
1 can shave.....	75	do
1 in-shave.....	75	do
1 crow.....	1 50	do
1 anvil, (150 pounds).....	8	per pound.
1 forge, complete.....	25 00	each.
1 set brace and bitts.....	3 00	do
2 smiths' callipers.....	69	do
2 compasses, (armorers').....	62½	do
4 hack saws.....	1 12½	do
2 hand shears.....	1 00	do

## LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 21	1856. June 30	James Lesley, jr.—Cont'd..	1 tinnerns' shears.....	\$5 50 each.....	Philadelphia.
			1 short shears.....	3 00 do	
			1 bench vice, large size.....	10 00 do	
			1 bench vice, small size.....	6 00 do	
			1 stake, tinnerns' edging.....	2 50 do	
			48 flat bastard files.....	31½ do	
			12 square bastard files.....	25 do	
			24 half-round bastard files.....	33½ do	
			1 hand bellows.....	87 do	
			2 screw plates and taps, large size.....	8 00 do	
			1 screw plate and tap, small size.....	5 00 do	
			24 brass mortise locks, 3½ by 4½ inches, ½ inch thick, white porcelain knobs, brass keys, furniture plated, complete.	21 00 per dozen..	Washington.
			4 dozen white porcelain knobs.....	7 00 do	
			5 dozen brass till locks, 4 inches.....	6 00 do	
			4 dozen brass drawer locks, 3 by 2½ inches.....	4 50 do	
			2 dozen brass closet locks.....	8 00 do	
			5 dozen brass chest locks, 4 inches.....	7 00 do	
			5 dozen brass bureau and book-case locks, 2½ by 3 inches..	4 00 do	
			1 dozen brass padlocks, 3½ inches.....	18 00 do	
			2 dozen iron bureau locks, 2½ by 3 inches.....	2 50 do	
			6 dozen brass cupboard locks, 4 by 5 inches.....	8 00 do	
			3 dozen brass padlocks, 3½ inches.....	14 00 do	
			2 dozen wrought iron frame mortise locks, for 1½ inch doors, ½ inch thick by 4 inches.....	7 00 do	
			20 dozen brass butt hinges, 2½ by 2½ to 3 by 3 inches.....	4 00 do	
			18 sets brass secretary hinges, quadrant fastenings.....	87½ do	
			9 dozen iron butt hinges, 2 by 2½ to 2½ by 3 inches.....	1 00 do	
			2 dozen brass flush rings and bolts, 1½ inch.....	1 25 do	
			2 dozen brass flat hooks and eyes, 3 inches.....	75 do	

2 dozen brass flat buttons, with plates.....	1 00	do
36 dozen brass plate escutcheons.....	25	do
3 dozen brass screw rings, 1 inch.....	31	do
25 gross brass screws, 1 to 2½ inches, Nos. 10 to 18.....	2 50	per gross.
1 tinnern' edging stake.....	3 50	each.
1 tinnern' planishing stake.....	10 00	do
8 two-foot folding rules, double and single joints.....	62½	do
3 pickaxes, with grubbing hoe combined.....	1 25	do
6 screw-drivers, (handled).....	50	do
12 pounds cooper's rivets.....	18	per pound.
8 carpenters' adzes.....	2 50	each.
1 hollow adze.....	3 00	do
9 broad axes.....	2 87½	do
3 wood axes.....	1 25	do
1 bung borer, 4 inches diameter.....	3 50	do
1 tap borer.....	1 25	do
16 pounds copper rivets, assorted.....	60	per pound.
2 spades.....	1 00	each.
6 shovels.....	87½	do
4 braces and bitts, (48 bitts each).....	7 50	do
1 brace and bitt, iron, (20 bitts each).....	6 00	do
6 carpenters' steel compasses.....	25	do
12 brad awls.....	6½	do
6 wire awls.....	6	do
1 long jointer plane.....	2 00	do
4 short jointer planes.....	1 75	do
1 grooving plane.....	1 50	do
4 jack planes.....	87½	do
4 smoothing planes.....	1 00	do
2 beading planes.....	75	do
1 rabbet plane.....	1 00	do
3 moulding planes.....	1 25	do
1 plough plane, (8 bitts).....	7 00	do
1 match plane.....	4 00	do
1 sash saw.....	1 25	do
1 panel saw.....	2 25	do
3 compass saws.....	50	do
1 whip saw.....	1 25	do
2 key hole and pad saws.....	75	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 21	1856. June 30	James Lesley, jr.—Cont'd..	1 tennon saw..... 2 cross-cut saws..... 1 dove-tail saw..... 3 wood saws..... 6 hack saws..... 9 hand saws..... 3 spoke shaves..... 1 in-shave..... 1 can shave..... 1 bucket shave..... 2 smith's callipers..... 3 plyers, assorted sizes..... 2 hand shears..... 3 sheep shears..... 1 tinner's shears..... 6 hatchets..... 24 claw-hammers..... 2 carpenter's gauges..... 3 bench vices..... 8 socket gouges..... 8 firmer gouges..... 12 spike gimlets..... 48 nail gimlets..... 8 brass cocks, assorted, $\frac{3}{8}$ to $1\frac{1}{2}$ inch..... 25 gross iron screws, $\frac{3}{8}$ to $1\frac{1}{2}$ inch, Nos. 6 to 12..... 15 pounds iron sprigs, from 1 to $1\frac{3}{4}$ inch..... 10 pounds iron blued tacks, from 4 to 8 ounce..... 30 pounds iron tinned tacks, from 16 to 18 ounce..... 20 pounds copper tacks, from 16 to 18 ounce..... 6 water-closets, with pipes and cocks, complete.....	\$1 50 each..... 4 50 do..... 1 25 do..... 62½ do..... 1 00 do..... 1 38 do..... 44 do..... 80 do..... 80 do..... 80 do..... 75 do..... 50 do..... 1 00 do..... 50 do..... 4 00 do..... 50 do..... 45 do..... 31 do..... 87½ do..... 80 do..... 31½ do..... 10 do..... 2 do..... 2 25 do..... 37½ per gross..... 10 per pound..... 20 do..... 30 do..... 45 do..... 18 00 each.....	Washington.



			6 water-closet basins.....	3 00	do	
			2 dozen chest handles, with plates, 4 inches, (iron) .....	75	per dozen.	
			6 drawing knives.....	1 00	each.	
			1 rounding knife.....	2 00	do	
			2 pallet knives .....	37½	do	
			1 hollow knife.....	1 25	do	
			2 putty knives.....	31	do	
			3 tinner's hammers .....	50	do	
			2 saddler's hammers .....	1 00	do	
			1 wrench hammer .....	1 50	do	
			18 papers sewing needles .....	6	paper.	
			850 sail needles, assorted.....	2	per hundred.	
			300 feet leading hose, in 25 feet lengths .....	62½	per foot. ...	Philadelphia.
			48 feet suction hose, in 6 feet lengths.....	1 75	do	
July 23	June 30	R. C. Barclay.....	4 blank books, cap size, faint-lined, 3 quires.....	1 00	each .....	Gosport.
			2 letter books, cap size, faint-lined, 3 quires.....	2 25	do	
			6½ memorandum books, cap size, faint-lined, 2 quires.....	75	do	
			3½ inkstands .....	50	do	
			60 bottles black ink, half-pint.....	25	per bottle.	
			36 double log slates, hard wood frames.....	3 00	each.	
			12 porcelain slates.....	1 75	do	
			5 dozen camel's-hair brushes, (assorted) .....	25	per dozen.	
			2 pounds American wafers.....	75	per pound.	
			3 pounds sealing-wax.....	1 50	do	
			2 reams log paper .....	10 00	per ream.	
			44 reams foolscap paper, faint lines .....	5 00	do	
			2 reams letter paper, faint lines .....	5 00	do	
			2 reams envelope paper.....	4 50	do	
			2 reams cartridge paper.....	20 00	do	
			4 reams blotting paper .....	4 50	do	
			20 sheets drawing paper, double elephant, hot pressed .....	50	per sheet.	
			26 sheets tracing paper, double elephant .....	50	do	
			20 yards tracing cloth.....	75	per yard.	
July 23	June 30	A. L. Avery.....	1,000 gallons winter-strained sperm oil.....	1 70	per gallon....	Warrington.
			10 pounds lamp-wick, wove.....	25	per pound.	
July 23	June 30	W. D. Kennedy.....	1,000 pounds pure tallow .....	14	do.....	Philadelphia.
			300 gallons winter-strained sperm oil.....	2 00	per gallon.	
			10 gallons neatsfoot oil.....	1 00	do	
			4 gallons sweet oil.....	1 40	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 23	1856. June 30	W. D. Kennedy—Continued.	60 gallons fish oil..... 50 pounds castile soap..... 400 lights double thick crown glass..... 360 glasses for air-ports, 7½ inches in diameter, 1½ inch thick, polished..... 20 straight deck lights, 10 by 3½ inches, 1¼ inches thick.... 4 magazine glasses, 10 inches in diameter, 1½ inch thick, clear glass..... 12 barrels pitch..... 4 barrels thin tar..... 4 barrels rosin..... 5 barrels white turpentine..... 2 barrels coal tar..... 62 gallons tar oil..... 520 gallons winter-strained sperm oil..... 62 gallons fish oil..... 31 gallons neatsfoot oil..... 20 gallons sweet oil..... 2,000 gallons winter-strained sperm oil..... 10 gallons sweet oil..... 100 gallons fish oil..... 100 pounds castile soap..... 6,000 pounds pure tallow.....	\$0 80 per gallon... 15 per pound. 30 per light.... 1 55 each. 1 20 do 10 00 do 2 50 per barrel. 5 00 do 3 00 do 4 50 do 3 00 do 40 per gallon. 2 00 do 80 do 1 10 do 1 60 do 2 00 do..... 1 60 do 80 do 15 per pound. 14 do	Philadelphia. Washington. Gosport.
Aug. 8	June 30	.....	500 pounds white lead, in oil, in 25-pound kegs..... 7,000 pounds dry white lead..... 600 pounds dry red lead..... 275 pounds dry litharge..... 2,500 pounds dry whiting..... 25 pounds dry gum-shellac..... 500 pounds dry lampblack.....	8½ do..... 8 do 8 do 8 do 1 do 20 do 4 do	Philadelphia.

			5 pounds dry Prussian blue.....	80	do	
			25 pounds dry chrome green.....	16	do	
			10 pounds dry beeswax.....	35	do	
			500 pounds Spanish brown, in oil.....	3½	do	
			18 pounds dry chrome yellow.....	20	do	
			900 pounds dry yellow ochre.....	2	do	
			50 pounds dry Venetian red.....	4	do	
			¼ pound dry Chinese vermilion.....	2 00	do	
			10 pounds dry terra-de-sienna.....	10	do	
			10 pounds dry umber.....	4	do	
			25 pounds dry sugar-of-lead.....	12	do	
			500 pounds white zinc paint, ground in oil.....	9½	do	
			150 gallons spirits turpentine.....	65	per gallon.	
			400 gallons raw linseed oil.....	1 00	do	
			20 gallons copal varnish.....	2 25	do	
			40 gallons bright varnish.....	30	do	
			30 gallons Japan varnish.....	1 25	do	
			3 gallons spirits wine.....	1 00	do	
			1 barrel soft soap.....	1 50	per barrel.	
July 23	June 30	A. Hoitt.....	10 cords oak wood.....	10 00	per cord ...	Kittery.
July 23	June 30	Timberlake & Guilde.....	20 bolts, No. 1, flax canvass.....	15 40	per bolt.....	Gosport.
			300 bolts, No. 2..... do.....	14 00	do	
			300 bolts, No. 3..... do.....	13 55	do	
			140 bolts, No. 4..... do.....	12 50	do	
			20 bolts, No. 5..... do.....	11 50	do	
			300 bolts, No. 6..... do.....	10 25	do	
			150 bolts, No. 7..... do.....	9 00	do	
			100 bolts, No. 8..... do.....	8 15	do	
			12 bolts light ravens duck.....	8 50	do	
			4 bolts heavy ravens duck.....	10 00	do	
			2,500 yards flax coal bagging.....	36	per yard.	
July 23	June 30	Peter Crosby.....	200 cords oak wood.....	5 00	per cord ...	Brooklyn.
			50 cords hickory wood.....	6 95	do	
July 23	June 30	J. B. Todd.....	500 pounds black lead.....	8	per pound..	Warrington.
			25 pounds Venetian red.....	6	do	
			5 pounds Chinese vermilion.....	2 00	do	
			5 pounds Prussian blue.....	1 00	do	
			10 pounds terra-de-sienna, in tin cases.....	30	do	
			10 pounds crocus.....	20	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855.	1856.				
July 23	June 30	J. B. Todd—Continued .....	120 gallons raw linseed oil.....	\$1 10 per gallon ..	Warrington.
July 24	June 30	H. Abbott .....	500,000 pounds $\frac{1}{4}$ -inch thick tank plate iron.....	4 $\frac{3}{4}$ per pound ..	Washington.
			30,000 pounds camboose plate iron, as per schedule .....	5 do	
			35,000 pounds boiler rivets, $\frac{5}{8}$ by 1 $\frac{1}{8}$ -inch long, per sample ..	6 do	
			4,000 pounds boiler rivets, $\frac{5}{8}$ by 2 $\frac{1}{4}$ inches long, per sample ..	6 do	
			20,000 pounds bar-iron, for cambooses, sizes as per schedule ..	5 do	
July 24	June 30	Wm. Lang.....	7,000 pounds wrought-iron spikes, 4 to 8 inches long .....	4 $\frac{1}{2}$ do.....	Kittery.
			500 pounds wrought-iron nails, 6d to 30d .....	6 do	
			400 pounds cut-iron sheathing nails, 2 to 3 inches.....	3 $\frac{3}{4}$ do	
			100 pound wrought-iron clout nails, $\frac{1}{2}$ to 1 $\frac{1}{4}$ -inch .....	8 $\frac{1}{2}$ do	
			2,000 cut iron nails, 4d to 40d.....	3 $\frac{3}{4}$ do	
			500 pounds finishing nails, $\frac{1}{2}$ to 1 $\frac{1}{2}$ -inch .....	3 $\frac{3}{4}$ do	
			138,500 pounds round iron, $\frac{1}{4}$ to 3 inches in diameter.....	3 $\frac{1}{2}$ do.....	Charlestown.
			10,000 pounds round iron, 3 $\frac{1}{4}$ to 5 inches in diameter.....	4 $\frac{1}{2}$ do	
			16,000 pounds flat iron, $\frac{1}{4}$ to 2 inches thick by 1 to 9 inches wide .....	3 $\frac{3}{4}$ do	
			36,000 pounds square iron, from $\frac{1}{4}$ to 5 inches square .....	3 $\frac{3}{8}$ do	
			500 pounds hoop iron, from $\frac{1}{8}$ to $\frac{1}{16}$ -inch thick, by 1-inch to 2 $\frac{1}{4}$ inches wide.....	4 $\frac{1}{2}$ do	
			500 pounds thimble iron, $\frac{3}{16}$ -inch, $\frac{1}{2}$ to 2 $\frac{1}{2}$ inches wide .....	4 $\frac{3}{4}$ do	
			500 pounds square cast steel, $\frac{3}{8}$ to 2 inches square .....	17 do	
			500 pounds blister steel, from $\frac{1}{2}$ by 2 inches, by 1 by 3 inches .....	8 do	
			500 pounds German steel.....	8 do	
			5,000 pounds plate and boiler iron, $\frac{3}{16}$ to $\frac{1}{16}$ .....	5 $\frac{1}{2}$ do	
			500 pounds common sheet iron, from No. 15 to No. 20 .....	4 $\frac{3}{4}$ do	
			500 pounds Russia iron, from No. 14 to No. 16 .....	15 do	
			500 pounds Russia nail rods .....	6 do	
			500 pounds Russia spike rods .....	6 do	
			100 cords oak wood .....	9 50 per cord.	

July 25 June 30

C. H. Tisdall.....

10 cords pine wood .....	7 50	do
100 pounds wrought-iron clout nails, from $\frac{1}{2}$ to $1\frac{1}{4}$ -inch .....	15	per pound. .
1,000 pounds iron cut nails, from 4d to 40d .....	5	do
250 pounds finishing nails, from $\frac{1}{2}$ to $1\frac{1}{2}$ inch .....	6	do
500 pounds flax twine, 2-thread to 3-thread .....	31	do.....
500 pounds cotton twine, 6-thread to 8-thread .....	28	do
48 clamp brushes .....	25	each.
48 hand scrubbing brushes .....	31 $\frac{1}{4}$	do
60 whitewash brushes .....	35	do
12 hand dusting brushes.....	37 $\frac{1}{2}$	do
12 long-handled tar brushes .....	45	do
18 short-handled tar brushes .....	45	do
6 varnish brushes .....	45	do
50 paint brushes, (assorted) .....	56 $\frac{1}{4}$	do
8 sash tool brushes .....	16	do
18 camels' hair brushes .....	4	do
1 pound bristles .....	8 60	per pound.
160 yards blue bunting, 18 inches wide.....	17	per yard.
160 yards white bunting, 18 inches wide .....	16	do
160 yards red bunting, 18 inches wide.....	17	do
80 yards red bunting, 9 inches wide .....	10	do
20 yards white muslin, $\frac{1}{2}$ -yard wide .....	11	do
10 yards green baize.....	60	do
10 yards haircloth.....	1 80	do
10 yards fearnought .....	1 00	do
50 pounds white curled hair .....	40	per pound.
2 pounds sewing thread, assorted colors .....	1 00	do
2 pounds shoe thread, assorted colors .....	65	do
50 spools sewing cotton, assorted .....	4 $\frac{1}{2}$	each.
25 barrels pitch .....	2 25	per barrel.
6 barrels tar.....	3 20	do
6 barrels rosin .....	1 70	do
6 barrels white turpentine .....	5 00	do
1 barrel coal tar.....	2 00	do
20 gallons tar oil .....	50	per gallon.
75 hickory brooms .....	15	each.
100 corn brooms .....	25	do
2 copper hand pumps, with joints .....	7 50	do
2 wood pumps, with joints.....	40	do

Gosport.

Philadelphia.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 25	1856. June 30	C. H. Tisdall—Continued...	1 Erricson's leads ..... 1 Massey's logs ..... 3 silver calls ..... 20 sheets mica ..... 50 sheets horn for lanterns ..... 18 life preservers ..... 1 seine, tawed flax, (80 fathoms) with bag and sinkers, complete ..... 10 pounds lampwick yarn ..... 10 pounds mop yarn ..... 2 log reels ..... 100 pounds white chalk ..... 5 pounds red chalk ..... 100 pounds chloride of lime, 20-pound jars ..... 1 paint stone and muller ..... 150 pounds beeswax ..... 6 pounds borax ..... 6 pounds rottenstone ..... 6 pounds crocus mætis ..... 6 pounds emery, fine ..... 50 pounds mercury, in flasks ..... 10 log-lines, of 60 fathoms each ..... 20 hand-lines, of 60 fathoms each ..... 200 Bath bricks ..... 500 pounds packing yarn .....	\$20 00 each ..... 25 00 do ..... 4 00 do ..... 10 do ..... 22 do ..... 1 60 do ..... 80 00 do ..... 19 per pound ..... 58 do ..... 75 each ..... 1 per pound ..... 5 do ..... 7 do ..... 7 00 each ..... 31 per pound ..... 37½ do ..... 3½ do ..... 12½ do ..... 12½ do ..... 60 do ..... 1 37½ each ..... 1 85 do ..... 4½ do ..... 15 per pound .....	Philadelphia.
July 25	June 30	A. Q. Wendell.....	2,000 pounds drawn lead pipe, from ½ to 2½ inches diameter ..... 3,000 pounds sheet zinc ..... 40 pounds block tin ..... 6 pounds brasier' solder ..... 10 boxes tin, of X to XXX .....	7½ do ..... 8½ do ..... 34½ do ..... 40 do ..... 12 50 per box .....	Kittery.

1 dozen brass mortise locks, 4 by 3½ inches, in thickness ¾ of an inch, white porcelain knobs; brass keys, furni- ture plated, complete .....	25 00	per dozen.
1 dozen white porcelain knobs.....	35	do
1 dozen brass dead-locks, 6 by 4½ inches.....	22 00	do
6 dozen brass drawer locks, 2¾ by 2 inches .....	3 00	do
3 dozen brass closet locks, 4 inch, right and left .....	4 50	do
1 dozen brass chest locks, 4-inch.....	4 00	do
2 dozen brass bureau and bookcase locks .....	2 25	do
1 dozen brass padlocks, 2½ and 3-inch .....	7 25	do
1 dozen iron dead-locks.....	6 50	do
1 dozen iron chest locks, 4-inch .....	2 25	do
6 dozen iron drawer locks, 2¾-inch.....	2 25	do
6 dozen iron cupboard locks.....	2 25	do
6 dozen iron padlocks, 3-inch.....	3 00	do
4 dozen extra keys, assorted, iron and brass.....	20	
1 dozen brass butt-hinges, 5 by 6 inches .....	20 00	
3 dozen brass slip-pin hinges, 4 by 3½ inches .....	17 50	
2 dozen brass secretary hinges, quadrant and fastenings....	8 00	do
2 dozen brass table hinges, 2½ by 5 inches .....	7 70	do
½ dozen brass chest hinges.....	6 00	do
4 dozen brass chest joint-hasps and staples.....	9 64	do
3 dozen iron butt-hinges, assorted.....	80	do
2 dozen iron table hinges .....	12	do
1 dozen iron chest hinges.....	1 75	do
1 dozen iron joint-hasps and staples.....	1 00	do
3 dozen brass door hooks and eyes, 4-inch.....	1 75	do
12 dozen brass coat and hat hooks.....	1 00	do
12 dozen brass pantry hooks.....	38	do
3 dozen brass flush rings, with plates.....	75	do
2 dozen brass flush bolts, 3½ and 4 inches.....	45	do
2 dozen brass flush hooks and rings.....	10	do
1 dozen brass barrel-bolts, 5-inch.....	4 00	do
2 dozen brass drawer handles.....	1 00	do
2 dozen brass table casters.....	20	do
3 dozen brass flat buttons.....	20	do
4 dozen brass flat buttons, with plates.....	60	do
1 dozen brass knob latches.....	2 00	do
6 dozen brass curtain rings.....	1	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 25	1856. June 30	A. Q. Wendell—Continued.	12 dozen brass plate escutcheons..... 12 dozen brass thread escutcheons..... 3 dozen brass screw knobs, $\frac{3}{8}$ to 1 inch..... 3 dozen brass screw rings, $\frac{1}{2}$ to $1\frac{1}{4}$ inch..... 12 dozen mahogany knobs, $\frac{3}{4}$ to 2 inches..... 24 dozen black-walnut knobs, $\frac{3}{4}$ to 2 inches..... 75 gross brass screws, $\frac{3}{8}$ to $3\frac{1}{4}$ inches, Nos. 4 to 20..... 100 gross iron screws, $\frac{3}{8}$ to 4 inches, Nos. 4 to 24..... 100 pounds cooper's rivets, American iron..... 50 pounds sheet brass..... 25 pounds brass wire, No. 1 to No. 6..... 50,000 iron sprigs, from $\frac{1}{4}$ to $1\frac{1}{2}$ inch..... 30,000 iron tacks, from $\frac{1}{2}$ to $\frac{3}{4}$ inch..... 30,000 copper tacks, from $\frac{1}{2}$ to 1 inch..... 2 pounds brass escutcheon pins..... 100 pounds glue..... 6 water-closets, with pipes and cocks, complete..... 6 water-closet basins..... 2 sets brace and bitts, 48 each..... 2 bevels, steel-tongued..... 4 carpenters' compasses..... 18 firmer chisels, assorted..... 12 socket chisels, assorted..... 44 nail gimlets, assorted..... 8 spiko gimlets, assorted..... 8 firmer gouges, assorted..... 8 socket gouges, assorted..... 2 carpenters' gauges..... 2 pallet knives..... 2 putty knives.....	\$0 10 per dozen. 4 do 10 do 29 do 16 do 10 do 1 68 per gross. 57 do 17 per pound. 34 do 33 do 10 per M. 4 do 40 do 50 per pound. 17 do 36 00 each. 5 00 do 4 00 do 10 do 6 do 17 do 30 do 2 do 4 do 10 do 20 do 10 do 10 do 10 do	Kittery.



1 glue kettle.....	50	do
2 pitch kettles .....	20	do
30 candlesticks, fitted with tin lamps.....	20	do
1 grooving plane.....	50	do
4 smoothing planes .....	35	do
1 rabbet plane .....	25	do
1 long-jointer.....	1 25	do
4 short-jointers.....	80	do
4 jack-planes .....	10	do
1 plough, with 8 bits.....	3 50	do
1 match plane .....	1 00	do
2 beading planes.....	29	do
3 moulding planes.....	58	do
6 rasps, wood, assorted.....	20	do
6 rules, 2-foot, single and double jointed.....	34	do
1 steelyard.....	75	do
1 whip saw .....	4 50	do
8 hand saws.....	1 20	do
3 wood saws.....	75	do
1 sash saw.....	75	do
1 panel saw.....	75	do
2 compass saws.....	25	do
2 keyhole and pad saws.....	25	do
1 tennon saw.....	2 50	do
1 dove-tail saw.....	90	do
2 spokeshaves .....	20	do
2 oil-stones .....	10	do
1 grindstone, (150 pounds).....	1 70	do
2 trying squares, steel tongues.....	30	do
2 iron squares.....	20	do
2 hand vices.....	25	do
1 bench vice.....	5 00	do
1 shifting wrench.....	1 00	do
1 glazier's diamond.....	2 00	do
1 tape line, (100 feet).....	50	do
1 bung borer, 4 inches diameter, coopers' tools.....	2 75	do
1 tap borer..... do.....	20	do
1 brace and bits, (20 bits)..... do.....	2 50	do
2 compasses..... do.....	27	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 25	1856. June 30	A. Q. Wendell—Continued..	1 long jointer .....coopers' tools..... 1 short jointer..... do..... 1 block plane..... do..... 1 compass saw..... do..... 1 spokeshave ..... do..... 1 bucket shave..... do..... 1 can shave ..... do..... 1 in-shave ..... do..... 1 anvil, 150 pounds..... smiths' tools ..... 2 sets braces and bits. .... do..... 2 smiths' callipers..... do..... 2 compasses, armorer's..... do..... 6 hack saws..... do..... 2 hand shears..... do..... 1 tinner's shears..... do..... 1 sheep shears ..... do..... 1 bench vice, large size..... do..... 1 bench vice, small size..... do..... 1 bellows..... do..... 3 plyers, assorted..... do..... 2 screw plates and taps, large..... do..... 2 screw plates and taps, small..... do..... 3 pounds solder, brass..... 30 pounds solder, pewter..... 6 pounds borax..... 140 bricks, Bath, unburnt..... 6 pounds crocus mætis ..... 8 pounds emery, assorted..... 2 dozen flat files, bastard, from 8 to 12 inches..... 2 dozen flat files, fine, from 8 to 12 inches.....	\$5 90 each..... 1 50 do 2 50 do 10 do 1 20 do 30 do 1 35 do 40 do 11 per pound. 3 50 each. 75 do 20 do 40 do 1 00 do 4 00 do 20 do 11 per pound. 11 do 15 00 each. 50 do 15 00 per set. 4 00 do 37 per pound. 25 do 10 do 5 each. 50 per pound. 10 do 2 50 per dozen. 2 50 do	Kittery.

½ dozen four-sided files, from 8 to 12 inches.....	3 50	do
2 dozen half-round files, from 8 to 12 inches.....	3 00	do
2 dozen half-round files, bastard, from 8 to 12 inches.....	3 00	do
80 bulls eye lights, 6 inches diameter, ¾ inch thick.....	1 00	each.
6 magazine glasses, 10 inches diameter, 1½ inch thick, clear glass.....	6 00	do
60 clump brushes.....	15	do
60 hand scrubbing brushes.....	17	do
60 whitewash brushes.....	70	do
12 hand dust brushes.....	30	do
12 long handled tar brushes.....	42	do
12 short handled tar brushes.....	22	do
6 varnish brushes.....	35	do
10 sash-tool brushes.....	4	do
18 camel's hair brushes.....	4	do
2 pounds bristles.....	2 50	per pound.
260 gallons winter strained sperm oil.....	1 90	per gallon.
20 gallons neatsfoot oil.....	1 00	do
6 gallons sweet oil.....	1 25	do
130 gallons fish oil.....	60	do
100 pounds castile soap.....	12	per pound.
200 pounds hard brown soap.....	7	do
1, 000 pounds pure tallow.....	14	do
10 dozen hickory brooms.....	1 75	per dozen.
15 dozen corn brooms.....	2 75	do
6 copper hand pumps, with joints.....	4 00	each.
12 wood hand pumps, with joints.....	3 75	do
1 Ericson's lead.....	13 40	do
1 Massey's logs.....	30 00	do
4 silver calls.....	4 50	do
18 life preservers.....	1 20	do
1 seine of tawed flax, 75 fathoms, with bag and sinkers complete.....	320 00	do
50 pounds lamp-wick yarn.....	21	per pound.
50 pounds beeswax.....	33	do
36 log lines.....	75	each.
10 hand lines, size ¾ inch, length 50 fathoms.....	1 62	do
60 fishing lines.....	35	do
6 log reels.....	55	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 25	1856. June 30	A. Q. Wendell—Continued..	3 skins buff leather..... 200 pounds white chalk..... 12 pounds red chalk..... 20 pounds lampwick, wove..... 120 pounds chloride of lime, in 20-pound jars..... 1 paint stone and muller..... 100 pounds iron thimbles, assorted..... 20 pounds rotten stone..... 24 dozen seaming needles..... 14 dozen sail needles, from 4 to 8 thread..... 1 dozen roping palms, mounted..... 1½ dozen seaming palms, mounted..... 1½ dozen sail prickers.....	\$0 90 each..... ¾ per pound. 4 do 30 do 8 do 3 50 each. 10 per pound. 3 do 10 per dozen. 10 do 10 50 do 10 00 do 3 00 do	Kittery.
July 27	June 30	G. G. Glazier.....	3,000 pieces white oak staves, in length 62 inches..... 1,000 pieces white oak heading, in length 34 inches.....	80 00 per M. 60 00 do	Brooklyn.
July 28	June 30	J. F. Scott.....	230 tons No. 1 American pig iron, of 2,240 pounds..... 50 tons No. 2 American pig iron, of 2,240 pounds.....	29 95 per ton. 27 00 do	Washington.
July 28	June 30	Thomas Neil.....	1,100 feet white ash oar rafters, from 14 to 18 feet long... 48 white hickory bars, from 12 to 14 feet long..... 6,000 pounds dry white lead..... 300 pounds dry red lead..... 300 pounds of litharge..... 2,000 pounds Paris whiting..... 300 pounds dry lampblack..... 300 pounds yellow ochre..... 100 gallons spirits of turpentine..... 650 gallons raw linseed oil..... 400 pounds flax twine, 2 to 3-thread..... 200 pounds flax whipping twine..... 50 pounds flax seine twine.....	7 <sup>85</sup> / <sub>100</sub> per foot. 3 00 each. 7 <sup>80</sup> / <sub>100</sub> per pd. 7½ do 7½ do 1½ do 10 do 1¾ do 48 per gallon. 89 do 32 per pound. 40 do 42 do	Kittery.

			200 pounds cotton twine, 6-thread to 8-thread.....	25	do	
			1,000 pounds rigging leather.....	30	do	
			100 pounds bellows leather.....	55	do	
			50 pounds pump leather.....	26	do	
			240 yards blue bunting, 18 inches wide.....	20	per yard.	
			240 yards white bunting, 18 inches wide.....	19½	do	
			240 yards red bunting, 9 inches wide.....	18	do	
			80 yards yellow bunting, 18 inches wide.....	18	do	
			80 yards green bunting, 18 inches wide.....	18	do	
			70 yards white muslin, ½ yard wide.....	17	do	
			40 yards green baize.....	33	do	
			40 yards fearnaught.....	2 50	do	
			15 yards haircloth.....	90	do	
			20 pounds sewing thread, assorted colors.....	95	per pound.	
			20 pounds shoe thread.....	50	do	
			100 spools sewing cotton, No. 10 to No. 100.....	2½	each.	
			30 barrels pitch.....	2 75	per barrel.	
			20 barrels thin tar.....	3 95	do	
			4 barrels rosin.....	2 00	do	
			26 barrels turpentine, (white).....	4 35	do	
			3 barrels coal tar.....	1 75	do	
			20 gallons tar oil.....	33	per gallon.	
July 31	June 30	J. E. Doyle.....	10,000 pounds oakum.....	7 <sup>80</sup> / <sub>100</sub>	per pound	Philad. Alphia.
July 30	June 30	C. P. Knapp.....	30,000 pounds oakum.....	6 <sup>80</sup> / <sub>100</sub>	do.....	Gospert.
			10 blank books cap size, faint-lined, 4 quires.....	1 25	each.....	Warrington.
			10 blank day books, cap size, faint-lined, 6 quires.....	1 50	do	
			10 blank letter books, cap size, faint-lined, 4 quires.....	1 25	do	
			10 blank requisition books, cap size, faint-lined, 4 quires.....	1 25	do	
			72 pieces silk taste, ¼ inch wide, assorted colors.....	20	do	
			6 ivory wafer seals, large size.....	1 50	do	
			4 dozen camels' hair pencils.....	3 00	per dozen.	
			5,000 envelopes, official letter size.....	6 00	per M.	
July 31	June 30	F. Burrett & Co.....	75 bolts No. 1 flax canvass.....	13 50	per bolt ...	Brooklyn.
			200 bolts No. 2.....do.....	12 50	do	
			150 bolts No. 3.....do.....	12 00	do	
			200 bolts No. 4.....do.....	11 50	do	
			150 bolts No. 5.....do.....	10 75	do	
			150 bolts No. 6.....do.....	10 25	do	
			175 bolts No. 7.....do.....	9 50	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 31	1856. June 30	F. Burrett & Co.—Cont'd..	150 bolts No. 8 flax canvass.....	\$8 50 per bolt....	Brooklyn.
			5 bolts ravens duck.....	7 00 do	
			2,000 yards flax coal-bagging, 24-inch.....	4 per yard.	
Aug. 1	June 30	C. Bonsall .....	12 dozen brass mortise locks, 5 by 3½ inches, 1 inch thick, white porcelain knobs, brass keys, furniture plated, complete, right and left.....	2 00 per dozen...	Gosport.
			4 dozen brass drawer locks, 2 by 3½ inches.....	10 00 do	
			8 dozen brass closet locks, 3 inches long.....	10 00 do	
			1 dozen brass chest locks, 4 inches long.....	10 00 do	
			2 dozen brass padlocks.....	30 00 do	
			6 dozen iron deadlocks, 6 by 4 inches.....	20 00 do	
			8 dozen iron chest locks, 4 inches long, double hasps.....	20 00 do	
			20 dozen iron drawer locks, 2 by 2½ inches.....	20 00 do	
			4 dozen 9-inch stock locks.....	25 00 do	
			100 dozen extra keys, assorted, iron and brass.....	10 do	
			600 pair brass butt hinges, from 1½ to 3½ inches.....	10 per pair.	
			400 pair brass slip pin hinges, 4 inches.....	1 50 per dozen.	
			6 dozen brass door flat hooks and eyes, and plates, right and left.....	5 00 do	
			12 dozen table catches.....	10 00 do	
			4 dozen knob latches.....	10 00 do	
			6 dozen sash pulleys.....	3 00 do	
			20 dozen plated escutcheons.....	3 00 do	
			30 dozen thread escutcheons.....	50 do	
			10 M. tinned rivets.....	2 00 per M.	
			100 gross brass screws, from ⅜ to 3¼-inch, Nos. 3 to 20.....	20 per gross.	
			100 gross iron screws, from ⅜ to 4-inch, Nos. 3 to 20.....	20 do	
			200 pounds copper wire, from No. 1 to No. 10.....	10 per pound.	
			200 pounds copper wire, from ¼ to ⅝-inch.....	10 do	
			100 pounds iron tacks, from 4 to 16-ounce.....	50 do	

500 pounds copper tacks, from $\frac{3}{8}$ to 1-inch.....	10	do
3 pounds brass escutcheon pin <sup>s</sup> .....	1 00	do
50 pounds sash cord.....	1 00	do
200 pounds glue.....	50	do
6 water closet basins.....	2 00	each
20 tea kettles, copper.....	50	do
6 tea kettles, iron.....	50	do
2 fish kettles.....	5 00	do
4 frying pans.....	2 00	do
36 stew pans.....	1 00	do
8 iron pots.....	12 00	do
2 waffle iron.....	2 00	do
2 diaphragm filters.....	20 00	do
16 carpenters' adzes.....	3 00	do
18 broad axes.....	6 00	do
28 firmer chisels, assorted.....	1 00	do
28 socket chisels, assorted.....	2 00	do
4 mast callipers.....	6 00	do
1 glazier's diamond.....	10 00	do
16 claw hammers.....	1 00	do
8 wrench hammers.....	4 00	do
2 drawing knives.....	2 00	do
1 turning lathe and tools, complete, wood frame.....	100 00	do
9 mauls, handled.....	5 00	do
4 grooving planes.....	10 00	do
12 short jointer planes.....	5 00	do
12 iron rasps, assorted.....	50	do
1 steelyard.....	5 00	do
16 hand saws.....	3 00	do
6 cross-cut saw.....	10 00	do
1 sash saw.....	3 00	do
2 saws, tennon.....	3 00	do
4 saws, dovetail.....	3 00	do
4 crows.....	3 00	do
16 segments for bells.....	1 00	do
4 jack screws.....	5 00	do
6 anvils.....	5 00	do
2 squares, steel.....	2 00	do
6 hand-bellows.....	5 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. Aug. 1	1856. June 30	C. Bonsal—Continued.....	4 sets dies, letters and figures, $\frac{3}{8}$ inch. .... 3 drills, stock, press ..... 4 coopers' adzes..... 60 pounds emery, assorted..... 26 files, square..... 24 files, half round..... 2 forges, complete..... 2 hammers, saddlers'..... 12 hammers, tinnerns'..... 22 hack saws, complete..... 8 screw plates and taps, large size..... 2 shears, tinnerns'..... 2 shears, sheep..... 4 stakes, tinnerns' edging..... 4 long jointers, coopers'..... 4 bench vices, iron, large..... 2 dividers, steel..... 100 needles, 4-thread..... 100 needles, 6-thread..... 50 needles, 8-thread..... 4 scissors, steel..... 6 spring balances..... 60 globe lamps, with fenders..... 4 paint mills, iron..... 10 reams emery cloth..... 100 lamp chimneys, glass..... 264 lampwicks, circular..... 30 lamps, with reflectors..... 20 pounds rottenstone..... 200 coal shovels.....	\$2 50 per set..... 10 00 each. 3 00 do 50 per pound. 1 00 each. 1 00 do 5 00 do 2 50 do 3 00 do 5 00 do 5 00 per set. 10 00 each. 2 00 do 5 00 do 10 00 do 3 00 do 1 00 do 3 do 5 do 10 do 1 00 do 10 00 do 25 do 1 00 do 1 00 per ream. 20 each. 10 do 50 do 25 per pound. 25 each.	Gosport.



Aug. 10	June 30	Marsh, Tunis & Co.....	20 barrels pitch.....	3 00 per barrel..	Gosport.
			20 barrels thin tar.....	3 75 do	
			4 barrels coal tar.....	5 00 do	
			30 gallons tar oil.....	75 per gallon.	
Aug. 13	June 30	A. A. Degrauw.....	200 pounds composition boat nails, from $\frac{3}{4}$ to 2 inches.....	26 per pound..	Philadelphia.
			200 pounds copper cut nails, from 3-penny to 30-penny.....	38 do	
			100 pounds copper boat nails, from $1\frac{1}{2}$ to 4 inches.....	37 do	
			50 pounds brass cocks, from $\frac{3}{8}$ to $1\frac{1}{2}$ inch.....	1 00 do	
July 19	June 30	Thomas Tatem.....	100 cords pine wood.....	5 00 per cord....	Gosport.
July 20	June 30	A. J. Westervelt.....	4,000 feet, board measure, black walnut, from 1 to 6 inches	95 00 per M feet..	Kittery.
			2,000 feet, board measure, cherry, from 1 to 3 inches.....	95 00 do	
			1,000 cubic feet white pine logs.....	40 per cub. ft..	Charlestown.
			7,000 feet, board measure, white pine, 1 inch thick, No. 2 boards.....	40 00 per M feet.	
			30,000 feet, board measure, white pine, 1 inch thick, No. 3 boards.....	30 00 do	
			20,000 feet, board measure, white pine, $1\frac{1}{2}$ to $1\frac{3}{4}$ inch thick, No. 2 plank.....	40 00 do	
			10,000 feet, board measure, $\frac{1}{2}$ -inch white wood boards.....	30 00 do	
			7,652 cubic feet yellow pine mast timber, different dimensions.....	58 per cub. ft..	Brooklyn.
			63,000 feet, board measure, from $\frac{3}{4}$ to 2 inches, clear white pine plank.....	40 00 per M feet..	Washington.
			15,000 feet, board measure, from 2 to 3-inch clear white pine plank.....	40 00 do	
			25,000 feet, board measure, 1-inch common cullings.....	16 00 do	
July 20	June 30	P. Otterback.....	10 cords oak wood.....	5 87 $\frac{1}{2}$ per cord....	Washington.
			100 cords pine wood.....	4 00 do	
			4 tons lignumvitæ, from $6\frac{1}{2}$ to 12 inches diameter.....	66 00 per ton.....	Gosport.
			8 tons lignumvitæ, from 13 to 15 inches diameter.....	65 00 do	
July 23	June 30	Marsh, Tunis & Co.....	8,000 feet, board measure, black walnut, from 1 to 4 inches thick.....	70 00 per M feet..	Gosport.
			5,000 feet, board measure, cherry, from 1 to 3 inches thick	70 00 do	
			2,000 feet, board measure, St. Domingo mahogany, from 1 to 5 inches thick, 16 to 22 inches wide.....	220 00 do	
			5,000 feet, board measure, baywood mahogany, from 2 to 7 inches thick, 16 to 22 inches wide.....	150 00 do	
July 24	June 30	William Lang.....	1 ton lignumvitæ, from 3 to 6 inches diameter.....	25 00 per ton.....	Kittery.
			6 tons lignumvitæ, from $6\frac{1}{2}$ to 12 inches diameter.....	58 00 do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 24	1856. June 30	William Lang—Continued..	500 lineal feet white ash oar rafters, 14 to 18 feet long.....	\$0 67½ per lin. ft..	Charlestown.
			500 white ash oars, 12 to 16 feet, estimated at 7,000 lineal feet .....	6½ do	
July 24	June 30	Brown & Trussell.....	100 white hickory bars of from 12 to 14 feet long.....	2 00 each.	
			500 inches black spruce spars, from 5 to 10 inches diameter.....	20 per inch.....	Gosport.
			20 pieces black spruce piece sticks, from 40 to 50 feet long	7 00 per piece.	
			32 pieces black spruce piece sticks, from 55 to 70 feet long	15 00 do	
			100 spruce poles, from 2½ to 4 inches diameter, 20 feet long	25 each.	
			250 spruce poles, for shores, from 30 to 40 feet long, 9 inches in diameter.....	2 90 do	
July 25	June 30	P. T. Schlecker.....	200 cubic feet yellow locust.....	1 40 per cub. ft..	Kittery.
			180 cubic feet clear red cedar.....	1 00 do	
			500 cubic feet yellow locust.....	1 25 do.....	Charlestown.
			200 cubic feet Long island locust, 13 by 15 .....	1 50 do.....	Brooklyn.
			100 cubic feet Long island locust, 11 by 13 .....	1 25 do	
			1,000 cubic feet yellow locust .....	1 25 do.....	Gosport.
July 25	June 30	Wesley Smith.....	1,000 cubic feet white oak curve timber.....	60 do.....	Kittery.
			2,000 pieces white oak staves, in lengths from 41 to 52 inches .....	200 00 per M feet.	
			500 pieces white oak heading, from 20 to 26 inches .....	100 00 do	
			2,000 cubic feet white oak curve timber.....	59 per cub. ft..	Charlestown.
			4,000 cubic feet white oak curve timber.....	49½ do.....	Brooklyn.
			500 feet white ash oars.....	8 per foot....	Philadelphia.
			30 hickory bars.....	2 00 each.	
July 25	June 30	E. H. Herbert.....	17,690 cubic feet yellow pine mast timber, various dimensions .....	58 per cub. ft..	Gosport.
July 25	June 30	J. J. Bingham.....	2,000 cubic feet white pine logs .....	24 do.....	Brooklyn.
			10,000 feet, board measure, from 1½ to 2-inch clear white pine plank.....	33 00 per M feet.	

			12,000 feet, board measure, from 2½ to 4-inch clear white pine plank .....	38 00	do	
			40,000 feet, board measure, from ¾ to 1-inch clear white pine boards .....	32 60	do	
			25,000 feet, board measure, from 1 to 2½-inch merchantable white pine plank and boards .....	26 00	do	
			50,000 feet, board measure, 3-inch stage plank .....	20 00	do	
			500 clear Albany plank, white pine .....	25	per piece.	
			500 clear Albany boards, white pine .....	20	do	
			500 merchantable Albany plank, white pine .....	20	do	
			500 merchantable Albany boards, white pine .....	15	do	
			500 feet white ash oars, from 10 to 17 feet long .....	7	per foot.	
			50 small white-heart hickory bars, 6 feet long, 4 inches square .....	74	per piece.	
July 25	Dec. 1	C. Brunings .....	30,000 cubic feet yellow pine plank stock logs .....	31½	per cub. ft.	Kittery.
			2,536 cubic feet yellow pine mast timber, various dimensions.	49½	do	
			40,000 cubic feet yellow pine plank stock logs .....	31½	do .....	Charlestown.
			5,010 cubic feet yellow pine mast timber, various dimensions	49½	do	
			11,924 cubic ft. yellow pine mast timber, various dimensions.	73½	do	
July 25	June 30	S. P. Brown .....	2,000 cubic feet white pine logs .....	40	do .....	Kittery.
			20,000 feet, board measure, from 1½ to 2-inch clear plank, (white pine) .....	44 00	per M feet.	
			5,000 feet, board measure, 2½ to 6-inch clear white pine plank .....	44 00	do	
			10,000 feet, board measure, ¾ to 1-inch clear white pine boards .....	44 00	do	
			25,000 feet, board measure, 1 to 2½ inches, merchantable plank and boards .....	20 00	do	
			1,000 inches black spruce spars, from 5 to 10 inches diameter .....	18	per inch ...	Brooklyn.
			50 pieces black spruce piece sticks, from 40 to 50 feet long.	5 00	per piece.	
			30 pieces black spruce piece sticks, from 50 to 65 feet long.	14 00	do	
			300 spruce poles, from 2½ to 4 inches diameter, 20 feet long.	20	each.	
			200 inches black spruce spars, from 7 to 10 inches diameter.	20	per inch ...	Philadelphia.
			10 pieces black spruce piece sticks, from 40 to 50 feet long.	10 00	per piece.	
			10 pieces black spruce piece sticks, from 55 to 65 feet long.	10 00	do	
			1,200 cubic feet white oak keel pieces, different sizes .....	89	per cub. ft.	Washington.
July 25	June 30	D. S. Walton .....	14,000 feet, board measure, clear white ash boards and plank, from 1 to 4 inches thick .....	58 00	per M feet..	Kittery.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. July 25	1856. June 30	D. S. Walton—Continued...	4,000 feet, board measure, 1-inch cypress boards..... 2,000 feet, board measure, 1½-inch cypress plank..... 2,000 feet, board measure, clear, tough white oak boat boards, from ¾ to 1½ inch..... 1,000 feet clear white ash plank and boards, 1 to 4 inches.. 1,000 feet cypress plank and boards, ¾ to 1½ inch..... 500 cubic feet white oak butt pieces..... 7,000 feet, board measure, clear, tough white oak boat boards, from ¾ to 2½ inches..... 5,000 feet clear white ash plank and boards, 1 to 4 inches.	\$50 00 per M feet.. 50 00 do 65 00 do..... 60 00 do 48 00 do 50 per cub. ft.. 54 00 per M feet.. 55 00 do	Kittery.  Charlestown.  Philadelphia.
July 26	Dec. 1	G. W. Laurence.....	3,480 cubic feet white oak keel pieces, different sizes..... 3,020 cubic feet white oak keel pieces, different dimensions. 15,000 cubic feet white oak plank stock logs..... 40,000 do do do do.....	1 20 per cub. ft.. 1 15 do 58½ do..... 52¾ do.....	Gosport.  Kittery. Charlestown.
July 26	June 30	J. Bigler.....	500 cubic feet white pine logs..... 70,000 feet, board measure, from 1½ to 2 inches, clear white pine plank..... 30,000 feet, board measure, from 2¼ to 4 inches, clear white pine plank..... 150,000 feet, board measure, from ¾ to 1 inch, clear white pine boards..... 40,000 feet, board measure, from 1 to 2½ inches, merchantable white pine plank and boards..... 50,000 feet, board measure, 3-inch stage plank..... 25,000 feet, board measure, clear white ash plank and boards, from 1 to 4 inches thick..... 20,000 feet, board measure, clear cypress plank and boards, from ¾ to 1½ inch thick..... 5,000 feet, board measure elm boards and plank, 18 to 26 feet long, ¾ to 3 inches thick.....	30 do..... 38 00 per M feet. 38 00 do 41 00 do 29 00 do 23 00 do 35 00 do 35 00 do 50 00 do	Gosport.  Gosport.

July 27	Dec. 1	Joseph Grice.....	40,000 cubic feet white oak plank stock logs .....	49 per cub. ft..	Brooklyn.
			36,000 feet, board measure, white oak plank, 6 inches thick.	69 00 per M feet.	
			6,000 feet, board measure, white oak plank, 2 inches thick.	50 00 do	
			6,000 feet, board measure, white oak plank, 1½ inch thick..	50 00 do	
			2,000 feet, board measure, clear, tough white oak boat boards, from ¾ to 1½ inch thick .....	40 00 do	
			25,000 feet, board measure, clear white ash plank and boards, 1 to 4 inches.....	30 00 do	
			6,000 feet, board measure, clear cypress plank and boards, ¾ to 1½ inch.....	45 00 do	
			1,000 cubic feet white oak butt pieces .....	50 per cub. ft..	
July 27	Dec. 1	S. B. Grice .....	300 cubic feet ash logs, 20 inches diameter, 14 feet long...	25 do	Philadelphia.
July 27	June 30	N. W. Coffin .....	10,000 cubic feet white oak plank stock logs .....	49 do.....	Charlestown.
			15,000 feet, board measure, black walnut, from 1 to 3 inches.	65 00 per M feet..	
			1,000 feet, board measure, cherry, from 1 to 3 inches.....	45 00 do	
			1,500 inches black spruce spars, from 5 to 10 inches diameter .....	15 per inch.	
			25 pieces black spruce piece sticks, from 40 to 50 feet long.	3 00 per piece.	
			25 pieces black spruce piece sticks, from 50 to 65 feet long.	10 00 do	
July 28	June 30	F. C. Herbert.....	200 spruce polls, from 2½ to 4 inches diameter, 20 feet long.	30 per pole.	Gosport.
			7,000 feet white ash oar rafters, from 13 to 18 feet long....	11 per foot....	
			150 hickory bars, from 12 to 15 feet long .....	1 25 each.	
			40 hickory butts, 14 feet long, 12 inches diameter at small end .....	2 50 do	
July 28	Dec. 1	R. B. Knight.....	80,000 cubic feet yellow pine plank stock logs.....	22 per cub. ft..	Gosport.
July 28	June 30	Doughton & Wilson .....	30,000 feet, board measure, from 1½ to 2 inches, clear white pine plank.....	36 00 per M feet..	Philadelphia.
			20,000 feet, board measure, from 2½ to 4 inches, clear white pine plank.....	36 00 do	
			56,000 feet, board measure, from ¾ to 1 inch white pine boards .....	36 00 do	
July 28	May 15	George Price.....	2,000 cubic feet white oak curve timber .....	35 per cub. ft..	Gosport.
			342 cubic feet white oak butt pieces, different dimensions..	40 do	
July 30	June 30	C. P. Knapp .....	100 hickory bars, from 12 to 14 feet long .....	1 25 per piece ..	Warrington.
July 30	Dec. 1	C. P. Knapp .....	5,000 feet, board measure, white oak plank, 3 inches thick.	74 00 per M feet.	
			5,000 do do..... 2½ do.....	74 00 do	
			5,000 do do..... 2 do.....	74 00 do	
			3,000 do do..... 1½ do.....	74 00 do	
Aug. 1	Dec. 1	Benjamin Morse.....	3,366 cubic feet white oak keel pieces, different dimensions.	98½ per cub. ft.	Charlestown.

**LIST OF CONTRACTS—Continued.**

Date.	Expiration.	Name of contractor.	Articles.	Rate.	Navy yard where deliverable.
1855. Aug. 2	1856. Dec. 1	Campbell & Moody.....	2,704 cubic feet white oak keel pieces, different dimensions. 1,500 feet, board measure, black walnut, from $\frac{1}{4}$ to 3 inches. 400 feet, board measure, cherry, from 1 to 3 inches..... 400 feet, board measure, mahogany, from $\frac{1}{4}$ to 3 inches.... 500 feet, board measure, black walnut veneers.....	\$1 00 per cub. foot. 50 00 per M feet. 75 00 do 100 00 do 50 00 do	Brooklyn.
Aug. 2	Dec. 1	H. Buck.....	2,080 cubic feet yellow pine beams, different dimensions... 45,000 cubic feet yellow pine plank stock logs..... 10,000.....do.....do.....do.....do.....do..... 10,000.....do.....do.....do.....do.....do..... 21,535 cubic feet yellow pine beams, different dimensions.. 8,850.....do.....do.....do.....do.....do.....	3 $\frac{1}{2}$ per cub. foot. 29 do..... 29 do..... 31 do..... 44 do..... 44 do	Charlestown. Brooklyn. Philadelphia. Washington. Gosport.
Aug. 2	Dec. 1	Elias C. T. Ellicott.....	60,000 cubic feet white oak plank stock logs..... 100,000 feet, board measure, white oak plank, 5 inches thick. 150,000.....do.....do.....do.....do.....do..... 100,000.....do.....do.....do.....do.....do.....	39 do..... 54 00 per M feet. 54 00 do 54 00 do	Gosport.
Aug. 30	June 30	T. Mosher.....	30,000 feet, board measure, clear white ash plank and boards, 1 to 4 inches..... 3,500 feet, board measure, mahogany, $\frac{3}{4}$ to 3 inches..... 7,500.....do.....black walnut, $\frac{3}{4}$ to 3 inches..... 6,500.....do.....cherry, $\frac{3}{4}$ to 3 inches.....	32 00 do..... 180 00 do 62 00 do 62 00 do	Washington.

## No. 5.

*Abstract of annual report, dated November 2, 1855, from the Bureau of Provisions and Clothing.*

Transmits estimates, with abstracts and statements.

Gives reasons for increasing the estimate for provisions.

Renews recommendation to increase pay of pursers' clerks at navy yards.

Shows reasons for transfer of stores under cognizance of the bureau at the three receiving yards, from the naval storekeeper to the inspector of provisions.

Sets forth the need of a proper storehouse for provisions at the Brooklyn yard.

Recommends clerks to pursers in lieu of stewards in sloops-of-war, &c.

Recommends a grade of assistant pursers.

Recommends change in navy ration.

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BUREAU OF PROVISIONS AND CLOTHING,  
November 2, 1855.

SIR: In compliance with your order of September 12, 1855, I have the honor to submit the enclosed estimates, marked A, B, and C, for the wants of this bureau for the fiscal year ending June 30, 1857, with abstracts and statements, marked D to O, inclusive.

The estimate for provisions is based upon the actual contract price of the component parts of the ration for the present year.

The rise in the cost of the ration has been progressive for the last five years. The aggregate price of the component parts of the ration, according to the contracts made in 1851, was 15 cents; in 1852, it was 15 $\frac{50}{100}$  cents; in 1853, 16 $\frac{79}{100}$  cents; in 1854, 20 $\frac{18}{100}$  cents; and in 1855 it had risen to 23 $\frac{25}{100}$  cents.

To this contract cost must be added full 10 per cent. for wastage, leakage, and decay, which will bring the actual cost of the ration to the government up to 25 $\frac{68}{100}$  cents. It is, therefore, necessary to estimate for the price of the ration at 25 cents instead of 20 cents, as has been the practice since the year 1835.

In my last report I called your attention to the inadequate pay of the clerks to pursers in the different navy yards, and I beg leave again to recommend an increase of pay which shall place their compensation upon a more equal footing with that of the other clerks at yards, whose duties are not greater or of a higher order than their own.

The bureau, by your directions, has transferred the custody of the stores coming under its supervision at the three receiving yards of Charlestown, Brooklyn, and Gosport, from the custody of the naval storekeeper to that of the inspector.

Before this transfer, the storekeeper was charged with the custody, receipts, expenditures, accounts, and returns of all the stores and property of which the several bureaus of "Ordnance and Hydrography," "Yards and Docks," "Construction, Equipment, and Repair," and "Provisions and Clothing," have cognizance. With these multifarious duties to perform, it was impossible for the storekeeper to have a proper supervision of the great amount of property in his charge, or to disburse it promptly. While receiving and issuing provisions for a ship fitting out, he was liable at any moment to be called upon to receive and issue stores for the other bureaus. Confusion and delay were the inevitable results of this system, however zealous and able its agents might be.

By transferring the stores of this bureau and its accounts to the "inspector in charge of stores," who is a purser familiar with the wants of his department, many advantages are secured.

But one officer is now responsible for the character of the stores and their proper management from the time they enter the yard till they leave, and he having charge of no other stores, can give them his whole attention. The advantages of a sole responsibility and of a division of labor are at the same time secured. The accounts and returns to the bureau are much simplified by dispensing with the intervention of the storekeeper, and greater despatch in providing for and supplying vessels is insured. Much expense for labor and transportation from one store to another is now saved to the government, and the stores receive less injury from removal.

The security of the government is not lessened by this transfer, since the bonds of the storekeeper are not as large as those of the purser, whose commission is also pledged for the faithful performance of his duties.

When a naval storekeeper leaves his place, his successor will probably be one to whom the whole subject is novel and strange. But when a purser in charge of stores is relieved, his successor enters upon his duties with a knowledge of the forms of office, and a perfect familiarity with the wants of his department and the character of the articles under his charge. The labor and responsibility of the storekeeper are lessened by this change, while his salary is not altered. On the other hand, the inspector in charge receives no additional pay for doing the increased duty.

The practical advantages of the new plan are already very evident, as displayed at Charlestown and Brooklyn, where it has been in operation for two months. At Gosport the transfer has been suspended until the first day of December next, on account of the derangement in business matters at that station, consequent upon the pestilence lately prevailing there.

There is great want of proper storehouses at Brooklyn, for the provisions and other stores of this bureau.

The only places for the deposit of beef and pork are three small cellars, dark, badly ventilated, and difficult of access. They are situated in different parts of the yard, distant from the wharves, to and from which every barrel received and issued must be trucked.



In these cellars the barrels are piled three or four tiers high, and with no avenues between the tiers. It is impossible to take proper care of the provisions under the present arrangements. Even to see them, it is now necessary to move nearly the whole, at great expense for labor, and with the risk of injuring the barrels by handling and restowing.

When beef and pork are received in spring, under the contracts which mature at that season, it is often necessary to stow hundreds of barrels in some empty ship-house, or in temporary sheds, and sometimes they lie, waiting for a place of deposite, for weeks in the open air, protected only by canvass or loose boards.

This is the state of the accommodations in ordinary times; but in the event of war, the inconvenience would be much more serious. The ship-houses and other places now available for temporary deposite would be required for their legitimate uses, while the quantity of provisions and other stores would be very much increased.

The storeroom for clothing and small-stores, and for provisions, other than beef and pork, is very limited at this yard, owing to the increasing stores in all departments, without a corresponding increase of room.

I earnestly recommend that a large and convenient victualling store be built at the Brooklyn yard, in such a situation as to enable vessels to lie alongside, and discharge or take provisions and stores without truckage, and in which all the provisions, clothing, and small-stores at this yard may be deposited.

In connexion with these remarks upon a pressing local necessity, I would say, that there seems to be a manifest fitness in having the victualling stores at all navy yards, and especially at the receiving yards, accessible for large vessels by water. A great annual cost for labor and transportation would be saved. The provisions would receive less damage by handling, and, above all, promptitude in the fitting out of ships would be secured. It needs no argument to show that it would be greatly for the interest of the government to have the victualling stores at navy yards so located and arranged that, while one vessel is delivering stores at one part of the building, another might be taking in supplies on the other side.

The need of a more reliable class of assistants to pursers of sloops-of-war, and other vessels of a smaller rate, is often severely felt. On board such vessels the provisions, clothing, and small-stores, are, from the necessity of the case, intrusted to a steward, who is a "shipped man," like the other sailors, subject to the same punishments as they are, and with their associations, interests, and friendships ail with the crew, and not with the officers.

There is nothing in the duties of purser's steward which a man of character and respectability need object to. He may issue provisions and clothing, keep accounts, and attend to every duty of the steward, without one feeling of repugnance. But when called upon to "sign the articles," to stand among the petty officers at muster with his cap off, and be inspected as to his personal cleanliness and the condition of his clothes—to eat, sleep, and live among the men—and, more than all, when required to strip himself naked and be examined by the surgeon before he can ship—a young man of character and respectability revolts

from the degradation. In point of fact, the persons now employed in the capacity of pursers' stewards are usually men of dissipated habits, who may do very well at sea, but cannot be trusted on shore, even on duty, and who, at the end of the cruise, give themselves up to intemperance, and become totally worthless, at the very time when their services are most needed, thus delaying the paying off the ship, to the great discontent of the crew and the loss of the government.

The value of clothing and small-stores put on board a first class sloop-of-war is about \$10,000, and of provisions about \$5,000 more. To much of this property the purser's steward has free access, and if disposed can sell or give the stores to any of the crew or to persons from the shore, with little danger of detection, so long as the peculation is not extensive. Sailors do not often inform against each other, especially when only the government or the purser is robbed. In the event of the purser's absence from the ship, or his illness, or, still more, in the contingency of his death, it becomes highly important that his assistant should be capable, faithful, and of good habits, since he will be the only person on board who has any knowledge of the affairs of the purser's department.

Such assistants can easily be obtained by allowing a clerk to the purser, in lieu of the present steward, in all vessels (less than a frigate) entitled to a purser.

A small addition to the amount now paid the steward is recommended as the salary for a clerk. The steward receives \$360 per annum. The salary of \$450 for a clerk would be sufficient to secure the services of respectable and capable young men, if the position were that of an officer, rather than of a "shipped man."

The creation of a grade of assistant pursers would relieve the commanders of small vessels of a duty which is not legitimately theirs, but which, from the necessity of the case, is now forced upon them. The commander who acts as purser receives no additional pay for doing the double duty; while, from his want of time to devote to both offices, and from his inexperience in keeping accounts, he is almost certain to suffer pecuniary loss before his cruise is ended.

Besides, he is placed in a false position, which must operate injuriously to the discipline of the service. When a sailor disputes his account, the commanding officer is the judge to decide the question; being a party, as well as the judge and the executive power, he cannot give a decision which would be impartial or satisfactory to the sailor.

Assistant pursers, who should be examined before being commissioned, who should give smaller bonds and receive less pay, and whose appropriate duty should be in smaller vessels, would obviate many difficulties under which the service now labors.

I recommend that a change be made in the navy ration, which will allow the substitution, on two days in each week, of three-quarters of a pound of preserved meat for one pound of salted meat, and a quarter of a pound of preserved potato for half a pound of flour, or half a pound of rice. I also recommend that the cheese in the present ration be dispensed with.

It is estimated that half a pound of preserved meat is equal to a pound of salt beef in nutritious qualities. Experiments recently made under the auspices of the bureau on board the receiving ships at New York and Boston, show that two hundred pounds of salt beef, when boiled and the bone removed, will weigh less than one-half the original weight. On the other hand, the cans of preserved meat contain only nutritious matter, and there is no loss in weight from cooking.

Preserved beef or mutton can, even at the present high prices, be procured at twenty-two cents per pound, with a sufficient guaranty against loss by decay for three years; and responsible parties offer to furnish the preserved potato, and warrant it for three years, at eight cents per pound.

Quarter of a pound of preserved potato, when hot water is poured over it, becomes equal to a pound of good mashed potato, palatable and healthful. This vegetable is prepared by drying, and being packed in hermetically sealed boxes, like the preserved meats, may be kept for a long time perfectly good.

The price of this would be about the same as that of the rice or flour, for which it is proposed to substitute it.

The cost of the three-fourths of a pound of preserved meat will be sixteen and a half cents, or thirty-three cents weekly.

The contract price of salt beef for the present year is a little more than nine and a half cents per pound, or nineteen cents for two rations, making a difference of fourteen cents, weekly, in favor of the sailor. To offset this loss, in part, I recommend the dispensing with cheese entirely. It now costs about five cents for the two rations in a week. The proposed changes would make the ration cost the government about nine cents, weekly, more than the present contract price; but it is believed that the increased comfort and health of the sailor will justify the additional expense. The cheese is not a favorite part of the ration, and its absence would be much more than compensated by the benefit in point of health to be derived from the change.

The collateral advantages of economy of space, and of having the meat ready cooked in the event of shipwreck, or in gales of wind, or in boat expeditions, are worthy of notice.

Numerous experiments have been tried under the direction of this bureau with "desiccated vegetables" imported from France, and with "Edwards's preserved potato," from England. The reports have been unfavorable to the "desiccated vegetables," and favorable to the "preserved potato."

The British navy ration has for five years comprised the "preserved meat" and "preserved potato" herein recommended, and no doubt is known to exist as to its being a great improvement. Both the meat and the potato can be prepared as well in this country, and at a less price than in England.

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

H. BRIDGE, *Chief of Bureau.*

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

Ex. Doc. 1—17 A

*Schedule of the papers which accompany the report of the chief of the Bureau of Provisions and Clothing, to the Secretary of the Navy, dated November 2, 1855.*

- 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.
- I.—Abstract of proposals received for small-stores.
- K.—Abstract of proposals received for salt-water soap and candles.
- L.—Abstract of proposals received for beef and pork.
- M.—Abstract of proposals received for fresh beef and vegetables.
- N.—Abstract of proposals received for transportation of stores.
- O.—Statement of contracts made by the bureau during the year.

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A.

*Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1857.*

For salary of one clerk of the fourth class, per act of Congress of March 3, 1853 .....	\$1,800 00
For salaries of four clerks of the second class, per acts of Congress of March 3, 1853, and April 22, 1854..	5,600 00
For salary of one messenger, per 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

CONTINGENT.

For blank books, stationery, and miscellaneous items...	\$700 00
Appropriated for the year ending June 30, 1856 :	
For salaries of clerks, messenger, and laborer.....	\$8,816 00
For contingent.....	700 00
	9,516 00

Asked to be appropriated for the year ending June 30,  
1857 :

For salaries of clerks, messenger, and laborer.....	\$8,816 00
For contingent .....	700 00
	<hr/>
	9,516 00
	<hr/> <hr/>

H. BRIDGE,  
*Chief of Bureau.*

NAVY DEPARTMENT,  
*Bureau of Provisions and Clothing.*

B.

*Estimate from the Bureau of Provisions and Clothing for that portion of the naval service coming under its cognizance for the fiscal year ending June 30, 1857.*

Estimate for provisions for 7,500 men :

One ration per day for 7,500 men would be for the year 2,737,500 rations, at 25 cents each.....	\$684,375 00
One ration per day for 750 commission and warrant offi- cers, "attached to vessels for sea-service," for the year would be 273,750 rations, at 25 cents each.....	68,437 50
One ration per day for 750 officers and marines, "at- tached to vessels for sea-service," would be 273,750 rations, at 25 cents each, is.....	68,437 50
Additional sum required for an estimated number of 4,000 men, who may decline to draw the spirit por- tion of their ration, as provided by the acts of March 3, 1847, and August 3, 1848.....	29,200 00
	<hr/>
Aggregate amount required.....	840,450 00
	<hr/> <hr/>

H. BRIDGE,  
*Chief of Bureau.*

NAVY DEPARTMENT,  
*Bureau of Provisions and Clothing.*

## C.

*Estimate of the sum which will be required by the Bureau of Provisions and Clothing, under the head of contingent, for the fiscal year ending June 30, 1857.*

## CONTINGENT.

To meet the demands upon the the bureau for candles, freight to foreign stations, transportation from station to station within the United States, cooperage, pay of assistants to inspectors, advertising for proposals, printing pursers' blanks, and stationery for cruising vessels, \$68,000 00

H. BRIDGE,  
*Chief of Bureau.*

NAVY DEPARTMENT,  
*Bureau of Provisions and Clothing.*

## 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, 1855.*

Stations.	Date.	Provisions.	Clothing.	Small-stores.
Portsmouth, N. H.....	July 1, 1855	.....	.....	.....
Boston, Mass.....	do.....	\$42,691 57	\$23,704 83	\$7,591 65
New York.....	do.....	89,297 83	30,478 29	5,068 37
Philadelphia.....	do.....	3,102 49	8,938 59	446 39
Washington.....	do.....	.....	33 86	.....
Norfolk.....	do.....	57,583 58	35,531 76	9,154 38
Pensacola.....	do.....	4,784 94	13,141 30	4,512 16
Sancelito, Cal.*.....	Sept. 30, 1854	2,857 86	26,766 92	4,794 40
Valparaiso.....	July 1, 1854	8,254 52	11,745 43	2,884 82
Rio de Janeiro*.....	April 1, 1855	11,586 95	12,104 72	2,072 73
Spezzia.....	July 1, 1855	30,751 52	30,445 27	5,714 57
Porto Praya.....	do.....	14,736 24	17,848 81	2,354 37
Hong Kong*.....	April 1, 1855	22,971 04	38,478 36	8,318 67
On board "John P. Kennedy."*	Sept. 5, 1855	5,780 31	3,588 12	444 76
Total.....	.....	294,398 85	252,806 26	53,357 27

\* Latest returns received at the bureau from Sancelito, California, Rio de Janeiro, Hong Kong, and from on board the United States store-ship "John P. Kennedy."

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, 1855.*

Stations.	Date.	Provisions.	Clothing.	Small-stores.
China squadron.....	Mar. 31, 1855	\$8,507 36	-----	\$593 29
Mediterranean squadron .....	Sept. 12, 1854	11,415 96	\$3,428 15	1,915 69
Mediterranean squadron .....	Feb. 24, 1855	30,995 17	9,121 52	2,268 75
Mediterranean squadron .....	Mar. —, 1855	2,987 19	-----	-----
Mediterranean squadron .....	June 4, 1855	459 27	10,271 16	409 62
African squadron.....	Oct. 10, 1854	14,285 52	1,158 10	1,020 29
African squadron.....	Mar. 31, 1855	14,779 26	10,629 56	1,479 25
Brazil squadron.....	Sept. 26, 1854	879 15	2,556 87	883 25
Brazil squadron.....	May 20, 1855	12,566 78	10,319 88	1,480 74
Pacific squadron.....	July 8, 1854	19,676 48	5,824 00	2,520 79
Pacific squadron.....	June 15, 1855	26,976 19	11,452 34	2,038 36
Total.....	-----	143,528 33	64,821 58	14,610 03

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, 1854, to June 30, 1855, 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.	\$2, 294 49	\$18 41	-----	-----	\$99 19	-----
Boston, Mass.....	1, 589 23	429 53	\$4, 989 69	\$1, 500 75	565 81	\$70 82
New York.....	4, 031 71	1, 191 97	19, 083 29	1, 535 87	738 09	45 60
Philadelphia, Pa..	2, 088 16	725 60	2, 436 65	637 58	350 96	57 77
Baltimore, Md.....	-----	-----	-----	-----	-----	-----
Washington, D. C.	46 19	84	-----	-----	-----	-----
Norfolk, Va.....	5, 045 91	1, 858 47	13, 717 30	2, 199 95	569 09	142 51
Pensacola, Fla....	2, 860 29	744 91	8, 644 14	951 29	609 12	1 20
Benicia, Cal.*.....	-----	249 62	-----	59 23	-----	-----
Mare Island, Cal.†	-----	-----	-----	-----	-----	-----
Rio de Janeiro....	291 41	131 43	47	-----	341 61	-----
Hong Kong.....	18, 461 76	3, 371 32	432 87	99 08	-----	-----
Porto Praya.....	564 46	-----	-----	-----	-----	-----
Spezzia.....	741 41	41 91	-----	-----	-----	-----
Valparaiso .....	650 42	11 64	335 60	168 95	134 74	104 52
The several national vessels...	10, 542 25	284 49	444 29	74 65	134 20	6 84
<b>Total .....</b>	<b>49, 207 69</b>	<b>9, 060 14</b>	<b>50, 084 30</b>	<b>7, 227 35</b>	<b>3, 542 81</b>	<b>429, 26</b>

\* The cost of provisions and clothing sold at Benicia was embraced in the statement for 1851, the account of the sale not having been received until the present year.

† No returns received from Mare Island.

NAVY DEPARTMENT,  
Bureau of Provisions and Clothing.



## G.

Abstract of proposals received for "navy supplies" for the fiscal year ending June 30, 1856, under the advertisement of the Bureau of Provisions and Clothing, dated March 15, 1855.

Names.	Residence.	Flour—per barrel.			Biscuit—per 100 pounds.						
		Boston.	N. York.	Norfolk.	Boston.		New York.		Norfolk.		
					Tight bbls.	Flour bbls.	Tight bbls.	Flour bbls.	Tight bbls.	Flour bbls.	
Myles M. Tully.....	Philadelphia, Pa.....										
Meyer & Lockner.....	do.....										
Ephraim Treadwell & Sons.....	New York.....						\$5 70	\$5 69			
Andrew Hopkins.....	Harrisburg, Pa.....	\$12 71	\$12 71	\$12 71							
Charles T. Goodwin.....	New York.....						6 56	5 93			
Levi Bartlett & Co.....	Boston, Mass.....										
C. P. Adams & Co.....	do.....										
Bradford & Macomber.....	do.....										
Ricketts & Watson.....	Philadelphia, Pa.....				\$8 87½	\$8 37½	8 87½	8 37½	\$8 87½	\$8 37½	
Washington Reed.....	Portsmouth, Va.....										
Lewis Timberlake.....	New York.....										
Matthew Bartlett.....	Boston, Mass.....	13 00			7 21½	6 49	7 43½	6 62			
Mullett & Bradbury.....	Charlestown, Mass.....	11 73									
Stewart & Ives.....	Philadelphia, Pa.....										
Dayton, Sprague & Co.....	New York.....										
David Cooper.....	Philadelphia, Pa.....	16 50	16 25	17 25							
Storer & Stephenson.....	New York.....	16 00	15 16	16 00							
John A. Higgins.....	Norfolk, Va.....	14 73	14 40	13 43							
Wm. H. Beatty.....	Baltimore, Md.....								7 16	6 66	
William Lang.....	Boston, Mass.....	11 50	11 50	11 50							
Joseph McKee.....	New York.....		13 70								
Ingham Coryell.....	Lambertsville, N. J.....										
Ingham Coryell.....	do.....										
I. D. Read.....	Georgetown, D. C.....	10 73	10 73	10 73							
Thomas Brown.....	do.....	10 95	10 95	10 95	7 44	6 73	7 33	6 44	7 20	6 23	
H. W. Blunt.....	do.....	12 69	12 69	12 69							
W. B. Lorey.....	Norfolk, Va.....	11 90	11 90	11 90					8 00	7 50	
Henry H. Womble.....	do.....										
Josiah Wills.....	do.....			10 50							

G—Continued.

Names.	Residence.	Whiskey—per gallon.			Sugar—per 100 pounds.			Tea—per pound.			Coffee, per pound.
		Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.	N. York.
Myles M. Tully.....	Philadelphia, Pa.....										
Meyer & Lockner.....	do.....										
Ephraim Treadwell & Sons.....	New York.....										
Andrew Hopkins.....	Harrisburg, Pa.....	\$0 47	\$0 47	\$0 47							
Charles T. Goodwin.....	New York.....										
Levi Bartlett & O.....	Boston, Mass.....				\$7 25			\$0 43			
O P. Adams & O.....	do.....										
Bradford & Macomber.....	do.....	55	55	55							
Ricketts & Watson.....	Philadelphia, Pa.....										
Washington Reed.....	Portsmouth, Va.....	46	46	46							
Lewis Timberlake.....	New York.....				7 25	\$7 25	\$7 50	44½	\$0 44½	\$0 45½	\$0 12
Mathew Bartlett.....	Boston, Mass.....										
Mullett & Bradbury.....	Charlestown, Mass.....	94.99			7 23			47.90			
Stewart & Ives.....	Philadelphia, Pa.....										
Dayton, Sprague & Co.....	New York.....	48	48	48							
David Cooper.....	Philadelphia, Pa.....	69½	68½	69½	9 00	8 75	9 25	46½	46	46	12½
Storer & Stephenson.....	New York.....	49	44	47	8 95	8 48	8 95	59	54	57	12.74
John A. Higgins.....	Norfolk, Va.....	73	59	59	8 00	8 00	8 00	62	60	61	15
Wm. H. Beatty.....	Baltimore, Md.....										
William Lang.....	Boston, Mass.....	66	66	65	7 30	7 40	7 80	45	45	45	12
Joseph McKee.....	New York.....					7 70			44.4		12.3
Ingham Coryell.....	Lambertsville, N. J.....	46½	45	46							
Ingham Coryell.....	do.....	50	48	49							
I. D. Read.....	Georgetown, D. C.....										
Thomas Brown.....	do.....										
H. W. Blunt.....	do.....	54	54	54	6 89	6 89	6 89	48½	48½	48½	13.39
W. B. Lorey.....	Norfolk, Va.....	39½	39½	39½	7 75	7 75	7 75	54½	54½	54½	13
Henry H. Wonble.....	do.....										
Josiah Wills.....	do.....			40			6 95			49½	

G—Continued.

Names.	Residence.	Rice—per 100 pounds.			Molasses—per gallon.			Vinegar—per gallon.		
		Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.
Myles M. Tully.....	Philadelphia, Pa.....									\$0 10½
Meyer & Lockner.....	do.....								\$0 10½	
Ephraim Treadwell & Sons.....	New York.....									
Andrew Hopkins.....	Harrisburg, Pa.....							\$0 25	25	25
Charles T. Goodwin.....	New York.....									
Levi Bartlett & Co.....	Boston, Mass.....	\$6 00			\$0 31			19		
C. P. Adams & Co.....	do.....									
Bradford & Macomber.....	do.....							18	18	18
Rickett & Watson.....	Philadelphia, Pa.....									
Washington Reed.....	Portsmouth, Va.....							22	22	22
Lewis Timberlake.....	New York.....									
Matthew Bartlett.....	Boston, Mass.....									
Mullett & Bradbury.....	Charlestown, Mass.....	5 95			33.98			19.98		
Stewart & Ives.....	Philadelphia, Pa.....									
Dayton Sprague & Co.....	New York.....									
David Cooper.....	Philadelphia, Pa.....	9 00	\$9 75	\$9 75	46½	\$0 43½	\$0 46½	18	16½	17½
Storer & Stephenson.....	New York.....	6 48	5 98	6 48	44	39	44			
John A. Higgins.....	Norfolk, Va.....	6 90	6 40	5 93	67	68	61	30	30	24
Wm. H. Beatty.....	Baltimore, Md.....									
William Lang.....	Boston, Mass.....	5 50	5 50	5 48	32	34	37	15	15	16
Joseph McKee.....	New York.....		6 20			37.9				
Ingham Coryell.....	Lambertsville, N. J.....									
I. D. Read.....	do.....									
Thomas Brown.....	Georgetown, D. C.....									
H. W. Blunt.....	do.....	6 89	6 89	6 89	45	45	45	18½	18½	18½
W. B. Lorey.....	Norfolk, Va.....	6 50	6 50	6 50	39½	39½	39½			24½
Henry H. Wombie.....	do.....									
Josiah Wills.....	do.....			5 50			34			20

G—Continued.

Names.	Residence.	Pickles—per pound.			Beans—per bushel.			Dried apples—per pound.		
		Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.	Boston.	N. York.	Norfolk.
Myles M. Tully.....	Philadelphia, Pa.....									
Meyer & Lockner.....	do.....									
Ephraim Treadwell & Sons.....	New York.....									
Andrew Hopkins.....	Harrisburg, Pa.....	\$0 11	\$0 11	\$0 11	\$2 91	\$2 91	\$2 91	\$0 10½	\$0 10½	\$0 10½
Charles T. Goodwin.....	New York.....									
Levi Bartlett & Co.....	Boston, Mass.....									
C. P. Adams & Co.....	do.....				2 87½			7½		
Bradford & Macomber.....	do.....	5½	5½	5½						
Ricketts & Watson.....	Philadelphia, Pa.....									
Washington Reed.....	Portsmouth, Va.....	5½	5½	5½	2 50	2 50	2 50	6½	6½	6½
Lewis Timberlake.....	New York.....									
Matthew Bartlett.....	Boston, Mass.....									
Mullett & Bradbury.....	Charlestown, Mass.....	6½			2 47					
Stewart & Ives.....	Philadelphia, Pa.....	5½	5½		2 50	2 50				
Dayton, Sarague & Co.....	New York.....									
David Cooper.....	Philadelphia, Pa.....	5½	5½	5½	3 25	3 00	3 25			
Storer & Stephenson.....	New York.....				3 45	2 95	3 45	15	15	15
John A. Higgins.....	Norfolk, Va.....	12	11	10	3 22	2 73	2 43	9	8½	8
Wm. H. Beatty.....	Baltimore, Md.....									
William Lang.....	Boston, Mass.....	9.90	9.80	10	2 46	2 46	2 40	7.90	8	8
Joseph McKee.....	New York.....					2 95				
Ingham Coryell.....	Lambertsville, N. J.....									
Ingham Coryell.....	do.....									
I. D. Read.....	Georgetown, D. C.....									
Thomas Brown.....	do.....									
H. W. Blunt.....	do.....				3 18	3 18	3 18	9.90	9.90	9.90
W. B. Lorey.....	Norfolk, Va.....				2 49	2 49	2 49	8½	8½	8½
Henry H. Womble.....	do.....					2 83	2 74		8.65	7.95
Josiah Wills.....	do.....						1 75			5½

H.

Abstract of proposals received for "clothing and clothing materials," under the advertisement of the Bureau of Provisions and Clothing, dated April 2, 1855.

Names.	Residence.	Pea jackets.	Round jackets.	Trousers.	Flannel overshirts.	Flannel under-shirts.	Flannel drawers.	Flannel jumpers.	Blue flannel.	Barnsley sheeting frocks.	Canvass duck. trousers.	Barnsley sheeting.
		Each.	Each.	Pair.	Each.	Each.	Each.	Each.	Yard.	Each.	Pair.	Yard.
Wm. C. Churchill.....	Utica, N. Y.....	.....	.....	.....	.....	.....	.....	.....	\$0 33½	.....	.....	.....
Henry Newton.....	North Weymouth, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Merriam, Brewer & Co..	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wm. B. Lovejoy.....	do.....	\$10 33	\$6 96	\$3 83	\$1 64½	\$1 05½	\$1 14	\$1 42	.....	.....	.....	.....
O. H. Perry.....	do.....	.....	.....	.....	.....	.....	.....	.....	41	.....	.....	.....
Stein Brothers.....	Baltimore, Md.....	9 40	6 90	3 80	1 45	97	95	1 38	.....	\$1 40	\$1 50	.....
Wm. Brand & Co.....	New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$0 64
Robert Swaffield.....	do.....	9 45	6 84	3 84	1 42	98	95	1 22	.....	1 34	1 47½	.....
John A. Eaton.....	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bernheimer Brothers.....	New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wm. Matthews.....	do.....	.....	6 79	3 47	1 55	1 07	99	1 29	36½	1 28	1 28	61½
John Frazier.....	New Bedford, Mass.....	11 00	7 50	4 50	.....	.....	.....	.....	.....	.....	1 75	.....
Charles Baxter, jr.....	New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clifton & Wiler.....	Philadelphia, Pa.....	8 74	6 23½	3 50	1 43	1 06	95	1 22	.....	1 36	1 49	.....
John N. Genin.....	New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooks Brothers.....	do.....	11 90	7 79	4 71	1 85	1 38	1 34	1 28	.....	.....	.....	.....
C. D. Bigelow & Co.....	do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lewis Timberlake.....	do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
Daly, Massie & Mangin..	Baltimore, Md.....	10 00	7 00	4 50	.....	1 50	1 50	.....	.....	.....	.....	.....
Sunner Flagg.....	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Merritt & Noe.....	New York.....	8 98	6 55	3 72½	1 39½	95	94	1 12½	.....	1 30	1 35½	.....
Patrick L. Rodgers & Co.	do.....	9 37½	6 90	3 80	1 45	1 06	1 05	1 18	.....	1 38	.....	.....
A. W. Goodell.....	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

H—Continued.

Names.	Residence.	Canvass duck.	Blue cloth caps.	Calfskin shoes.	Kipskin shoes.	Woolen socks.	Mattresses.	Nankin.	Blankets.	Black silk handkerchiefs.	Satinet trousers.	Satinet.
		<i>Yard.</i>	<i>Each.</i>	<i>Pair.</i>	<i>Pair.</i>	<i>Pair.</i>	<i>Each.</i>	<i>Yard.</i>	<i>Each.</i>	<i>Each.</i>	<i>Pair.</i>	<i>Yard.</i>
Wm. C. Churchill.....	Utica, N. Y.....											\$0 62½
Henry Newton.....	North Weymouth, Mass.....			\$1 52	\$1 47½							
Merriam, Brewer & Co.....	Boston, Mass.....					\$0 34						
Wm. B. Lovejoy.....	do.....										\$2 70	
O. H. Perry.....	do.....											80
Stein Brothers.....	Baltimore, Md.....										2 30	
Wm. Brand & Co.....	New York.....	\$0 33										
Robert Swaffield.....	do.....		\$0 66					\$0 19½			2 30	
John A. Eaton.....	Boston, Mass.....						\$5 12					
Bernheimer Brothers.....	New York.....											
Wm. Matthews.....	do.....	32½ <sup>0</sup>	61½ <sup>0</sup>			39½ <sup>0</sup>	5 37	11½ <sup>0</sup>	\$1 85	\$0 84½	2 32	70
John Frazier.....	New Bedford, Mass.....		87								3 25	
Charles Baxter, jr.....	New York.....		78									
Clifton & Wiler.....	Philadelphia, Pa.....					31				94	2 30	
John N. Genin.....	New York.....		67									
Brooks Brothers.....	do.....										2 83	
C. D. Bigelow & Co.....	do.....			1 50	1 40							
Lewis Timberlake.....	do.....	44				38			1 95	1 03		
Daly, Massie & Mangin.....	Baltimore, Md.....										2 75	
Sunmer Flagg.....	Boston, Mass.....						5 28					
Merritt & Noe.....	New York.....		59½			43½		12½	1 89	89½	2 24	
Patrick L. Rodgers & Co.....	do.....		70							90	2 32	
A. W. Goodell.....	Boston, Mass.....						4 62					

## I.

*Abstract of proposals for "small-stores" received under the advertisement of the Bureau of Provisions and Clothing, dated May 8, 1855.*

Articles.	William Matthews, New York.	John A. Higgins, Norfolk, Va.	William W. Rose, New York.	William Lang, Bos- ton, Mass.
Boxes, shaving .....	\$0 05	\$0 05	\$0 04	\$0 16
Brushes, shaving.....	5	4	4	5
Brushes, scrubbing.....	19	19	18	25
Brushes, shoe.....	19	15	18	25
Brushes, clothes.....	16	7	18	18
Buttons, navy, vest.....	1 74	1 75	3 00	1 50
Buttons, navy, medium.....	2 73	3 00	4 00	3 00
Buttons, navy, coat.....	3 44	3 25	6 00	8 00
Buttons, deadeye.....	15	12	15	20
Blacking, boxes of.....	50	40	45	45
Beeswax.....	30	23	30	35
Combs, coarse.....	1 47	1 00	1 35	1 50
Combs, fine.....	1 17	1 00	1 09	1 00
Cotton, spools of.....	50	50	48	50
Grass, for hats.....	2 23	2 25	2 75	1 50
Handkerchiefs, cotton.....	8	15	8	6
Jackknives.....	22	25	27	37
Needles.....	85	75	85	50
Razors.....	24	25	21	30
Razor straps.....	20	20	37	48
Ribbon, hat.....	60	75	60	65
Soap, shaving.....	15	12	15	6
Silk, sewing.....	5 24	4 80	4 50	3 50
Scissors.....	13	13	15	17
Spoons.....	7	10	5	6
Thread, black and white.....	83	70	95	93
Tape, white.....	29	30	25	30
Tape, black.....	39	20	18	20
Thimbles.....	2	1	1	5
Mustard seed.....	14	22	12	16
Pepper, black.....	12	18	15	14
Pepper, red.....	10	12	9	16
Bottles.....	2 45	2 25	2 40	3 00
Corks.....	44	50	50	60

## K.

*Abstract of proposals received for "salt-water soap" and "candles," under the advertisement of the Bureau of Provisions and Clothing, dated May 8, 1855.*

Names.	Residence.	Soap, per pound.	Candles, per pound.
George T. Baker & Son .....	New Bedford, Mass.....	.....	\$0 29
E. A. & W. Winchester.....	Boston, Mass.....	\$0 06 <sup>56</sup> / <sub>100</sub>	.....
William Matthews.....	New York, N. Y.....	6 <sup>67</sup> / <sub>100</sub>	.....
John A. Higgins.....	Norfolk, Va.....	6 <sup>82</sup> / <sub>100</sub>	34 <sup>20</sup> / <sub>100</sub>
William Lang.....	Boston, Mass.....	6 <sup>25</sup> / <sub>100</sub>	32 <sup>50</sup> / <sub>100</sub>
Storer & Stephenson.....	New York, N. Y.....	7 <sup>05</sup> / <sub>100</sub>	27 <sup>25</sup> / <sub>100</sub>

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*



## L.

*Abstract of proposals received for the supply of "navy beef" and "navy pork" for the year 1856, under the advertisement of the Bureau of Provisions and Clothing, dated June 1, 1855.*

Names.	Residence.	Beef.			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>
B. P. Pratt.....	Peoria, Ill. ....				\$19 50	\$19 50	\$19 50
J. W. McCulloch.....	New York.....				20 33	19 94	20 68
Jacob Harbaugh.....	New Lisbon, Ohio.....				20 17	19 97	20 27
Hiram Moultrie*.....	Fayetteville.....				19 47	19 47	19 47
Henry M. Freeman.....	New York.....	\$21 00	\$21 00	\$21 00	21 00	21 00	21 00
Jacob T. Alburger & Co.....	Philadelphia, Pa.....	21 00	21 00	21 00	20 50	20 50	20 50
E. A. & W. Winchester.....	Boston, Mass.....	18 95	19 45	19 95	19 47	19 97	20 97
St. John O'Doris.....	Philadelphia, Pa.....	22 50	22 00	22 50	21 00	20 50	21 00
James Irving.....	New York.....	19 50	19 50	20 00			
William Goodheart.....	New York.....				25 00	24 50	25 00
C. D. Mathews.....	New York.....				19 87	19 37	19 97
Hiram Slocum.....	Troy, N. Y.....	19 49	18 94	19 43	19 73	19 49	19 79
Charles H. Cadwell.....	New York.....	21 43	20 93	21 73	19 63	18 93	19 93
J. Porter Brawley†.....	Meadville, Pa.....	18 49	17 94	18 69	18 97	18 39	19 47
J. C. C. Brooks & A. S. Smith‡.....	Meadville, Pa.....				18 99	18 49	19 49

\* Informal.

† Failed on former contract.

‡ Not known as regular dealers.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

## M.

*Abstract of proposals received for the supply of fresh beef and vegetables at the several navy yards during the fiscal year ending June 30, 1856, 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.
James M. Sheldon.....	Portsmouth, N. H.....	\$0 12	\$0 02
Joseph F. Cryers.....	do.....	13	2
Joseph B. Currier.....	do.....	10	1½
Chapin & Sawyer.....	Charlestown, Mass.....	9½	2½
John M. Clapp.....	do.....	12½	2
John M. Gilbert.....	Brooklyn, N. Y.....	10	10
B. J. Weeks.....	do.....	8 <sup>8</sup> / <sub>10</sub>	2
James Irving.....	do.....	9	2½
George Hudson.....	do.....	8	2
William Goodheart.....	do.....	8½	2½
George Haws.....	do.....	8	2 <sup>43</sup> / <sub>100</sub>
Charles S. Dubast.....	do.....	8 <sup>88</sup> / <sub>100</sub>	2 <sup>88</sup> / <sub>100</sub>
David Woelpper.....	Philadelphia, Pa.....	13½	6½
G. W. Wunder.....	do.....	14	6½
Edward Wartman.....	do.....	14½	6½
Thomas Goodchild.....	do.....	14½	6½
George W. Pappler.....	Baltimore, Md.....	12	4
Philip Otterback.....	Washington, D. C.....	15	7
John Little.....	do.....	16	7
W. A. Waugh.....	do.....	16	10
William Ward.....	Gosport, Va.....	12½	3½
William McVoy.....	Pensacola, Fla.....	7	5
Henry A. Nones.....	do.....	7	4½
W. T. Bell.....	do.....	6½	5
C. Sevva.....	do.....	8½	4½
D. Rocheblave.....	do.....	9½	4½
Elisha Whitney.....	San Francisco, Cal.....	16	3
Hildredth & Co.....	do.....	15	3
Samuel B. Sherwood.....	do.....	12 <sup>45</sup> / <sub>100</sub>	3 <sup>95</sup> / <sub>100</sub>
Charles Curtis.....	do.....	12½	4
J. P. Walters.....	do.....	13 <sup>88</sup> / <sub>100</sub>	10
Robert H. Park.....	do.....	15	3

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

## N.

*Abstract of proposals received for the transportation of stores from the navy yard at Charlestown, Massachusetts, to Spezzia, in Sardinia, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated February 3, 1855.*

Names.	Vessel.	Price per barrel.
Alpheus Hardy.....	Barque Young Turk.....	\$0 84
Chandler Robbins.....	.....	1 73
Daniel Draper & Son .....	A good vessel.....	87
Wheelwright & Co.....	.....	1 48
Crocker & Sturgis.....	.....	1 75

*Abstract of proposals received for the transportation of stores from the navy yard at Charlestown, Massachusetts, to Porto Praya, Cape de Verde, under an advertisement of the navy agent, (by-direction of the Bureau of Provisions and Clothing,) dated March 13, 1855.*

Names.	Vessel.	Price per barrel.
Daniel Draper & Son .....	.....	\$1 50
Wheelwright & Cobb.....	.....	1 94
Jno. Jones .....	A first class vessel .....	2 98
Crocker & Sturgis.....	.....	2 96

*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, 1856; 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.
Matthew Bartlett .....	April 25, 1855	Biscuit, in tight barrels .....	\$7 21½ per 100 pounds.	Boston.
		Biscuit, in flour barrels .....	6 49 do.	
Charles T. Goodwin.....	April 20, 1855	Biscuit, in tight barrels .....	6 56 do.....	New York.
Ephraim Treadwell & Sons.....	April 24, 1855	Biscuit, in flour barrels .....	5 69 do.	
William H. Beatty.....	April 20, 1855	Biscuit, in tight barrels .....	7 16 do.....	Norfolk.
Thomas Brown.....	April 25, 1855	Biscuit, in flour barrels .....	6 23 do.	
Ignatius D. Read.....	April 20, 1855	Flour .....	10 73 per barrel...	Boston and New York.
Josiah Wills.....	April 25, 1855	Flour .....	10 50 do.....	Norfolk.
Washington Reed.....	April 23, 1855	Whiskey.....	46 per gallon...	Boston and Norfolk.
Ingham Coryell.....	May 3, 1855	Whiskey.....	48 do.....	New York.
Mullett & Bradbury.....	April 7, 1855	Sugar.....	7 23 per 100 pounds.	Boston.
William Lang.....	May 5, 1855	Sugar.....	7 40 do.....	New York.
William Lang.....	June 1, 1855	Sugar.....	7 80 do.....	Norfolk.
Levi Bartlett & Co.....	April 23, 1855	Tea.....	43 per pound...	Boston.
Joseph McKee.....	April 20, 1855	Tea.....	44½ do.....	New York.
William Lang.....	April 26, 1855	Tea.....	45 do.....	Norfolk.
William Lang.....	April 26, 1855	Coffee.....	12 do.....	New York.
William Lang.....	April 26, 1855	Rice.....	5 50 per 100 pounds.	Boston and New York.
			5 48 do.....	Norfolk.
Levi Bartlett & Co.....	April 23, 1855	Molasses.....	31 per gallon...	Boston.
William Lang.....	April 26, 1855	Molasses.....	34 do.....	New York.
Josiah Wills.....	April 25, 1855	Molasses.....	34 do.....	Norfolk.
William Lang.....	April 26, 1855	Beans.....	2 46 per bushel...	Boston and New York.
Josiah Wills.....	April 25, 1855	Beans.....	1 75 do.....	Norfolk.
William Lang.....	April 26, 1855	Vinegar.....	15 per gallon...	Boston.
Meyer & Lochner.....	April 30, 1855	Vinegar.....	10½ do.....	New York.
Myles M. Tully.....	April 20, 1855	Vinegar.....	10½ do.....	Norfolk.

David Cooper.....	April	27, 1855	Pickles.....	5 $\frac{1}{2}$	per pound...	Boston.
Washington Reed.....	April	23, 1855	Pickles.....	5 $\frac{1}{2}$	do.....	New York.
Washington Reed.....	April	23, 1855	Dried apples.....	5 $\frac{1}{2}$	do.....	Norfolk.
Josiah Wills.....	April	25, 1855	Dried apples.....	5 $\frac{1}{2}$	do.....	Boston and New York.
Clifton & Wiler.....	May	10, 1855	Blue cloth pea-jackets.....	8 74	each.....	Norfolk.
			Blue cloth round-jackets.....	6 23 $\frac{1}{2}$	do.	Boston, New York, and Norfolk.
			Blue cloth trousers.....	3 50	per pair.	
Merritt & Noe.....	May	9, 1855	Blue flannel overshirts.....	1 39 $\frac{1}{2}$	each.	
			Blue flannel undershirts.....	95	do.	
			Blue flannel drawers.....	94	per pair.	
			Blue flannel jumpers.....	1 12 $\frac{1}{2}$	each.	
			Barnsley sheeting frocks.....	1 30	do.	
			Canvass duck trousers.....	1 35 $\frac{1}{2}$	per pair.	
			Blue cloth caps.....	59 $\frac{1}{2}$	each.	
			Blue satinet trousers.....	2 24	per pair.	
William C. Churchill.....	May	7, 1855	Blue flannel.....	33 $\frac{1}{2}$	per yard.	
			Blue satinet.....	62 $\frac{1}{2}$	do	
Merriam, Brewer & Co.....	May	10, 1855	Woolen socks.....	34	per pair.	
Sumner Flagg.....	May	9, 1855	Mattresses and covers.....	5 28	each.	
Henry Newton.....	May	8, 1855	Calfskin shoes.....	1 52	per pair.	
			Kipskin shoes.....	1 47 $\frac{1}{2}$	do	
William Mathews.....	May	7, 1855	Barnsley sheeting.....	61 $\frac{9}{10}$	per yard.	
			Canvass duck.....	32 $\frac{8}{10}$	do	
			Blue Nankin.....	11 $\frac{3}{10}$	do	
			Blankets.....	1 85	each.	
			Black silk handkerchiefs.....	84 $\frac{1}{2}$	do	
Joseph B. Currier.....	June	9, 1855	Fresh beef.....	10	per pound...	Portsmouth, N. H.
			Vegetables.....	1 $\frac{1}{2}$	do	
Chapin & Sawyer.....	June	9, 1855	Fresh beef.....	9 $\frac{1}{2}$	do.....	Boston, Mass.
			Vegetables.....	2 $\frac{1}{2}$	do	
George S. Hudson.....	June	2, 1855	Fresh beef.....	8	do.....	New York.
			Vegetables.....	2	do	
David Woelpper.....	June	13, 1855	Fresh beef.....	13 $\frac{1}{2}$	do.....	Philadelphia, Pa.
			Vegetables.....	6 $\frac{1}{2}$	do	
George W. Pappler.....	June	11, 1855	Fresh beef.....	12	do.....	Baltimore, Md
			Vegetables.....	4	do	
Philip Otterback.....	May	28, 1855	Fresh beef.....	15	do.....	Washington, D. C.
			Vegetables.....	7	do	

O—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
William Ward .....	June 8, 1855	Fresh beef.....	\$0 12½ per pound...	Norfolk, Va.
Henry A. Nones.....	June 11, 1855	Vegetables.....	3½ do	Pensacola, Fla.
Samuel B. Sherwood.....	June 22, 1855	Fresh beef.....	7 do.....	Pensacola, Fla.
D. Poiney & Co.....	June 5, 1855	Vegetables.....	4½ do	Pensacola, Fla.
John A. Higgins.....	June 11, 1855	Fresh beef.....	12 ¼ <sup>48</sup> / <sub>100</sub> do.....	San Francisco, Cal.
		Vegetables.....	3 ½ <sup>48</sup> / <sub>100</sub> do	San Francisco, Cal.
		Biscuit.....	6 <sup>48</sup> / <sub>100</sub> do.....	Warrington, Fla.
		Small-stores, viz :		Warrington, Fla.
		Boxes, shaving .....	5 each. ....	Boston, New York, and Norfolk.
		Brushes, shaving.....	4 do	
		Brushes, scrubbing.....	19 do	
		Brushes, shoe .....	15 do	
		Brushes, clothes .....	7 do	
		Buttons, navy, vest.....	1 75 per gross.	
		Buttons, navy, medium .....	3 00 do	
		Buttons, navy, coat .....	3 25 do	
		Buttons, dead-eye.....	12 do	
		Blacking, boxes of.....	40 per dozen.	
		Beeswax .....	23 per pound.	
		Combs, coarse.....	1 00 per dozen.	
		Combs, fine .....	1 00 do	
		Cotton, spools of.....	50 do	
		Grass, for hats .....	2 25 per 100 hands.	
		Handkerchiefs, cotton.....	15 each.	
		Jack-knives.....	25 do	
		Needles .....	75 per M.	
		Razors .....	25 each.	
		Razor-strops .....	20 do	
		Ribbon, hat.....	75 per piece.	
		Soap, shaving, cakes .....	12 per dozen.	
		Silk, sewing.....	4 80 per pound.	
		Scissors .....	13 each.	

			Spoons .....	10	do	
			Thread, black and white .....	70	per pound.	
			Tape, white linen .....	30	per dozen.	
			Tape, black cotton .....	20	do	
			Thimbles .....	1	each.	
			Mustard seed .....	22	per pound...	New York.
			Pepper, black .....	18	do	
			Pepper, red .....	12	do	
			Bottles, octagon .....	2 25	per gross.	
			Corks .....	50	do	
E. A. & W. Winchester .....	June	12, 1855	White salt-water soap .....	6 <sup>55</sup> / <sub>100</sub>	per pound...	Boston, New York, and Norfolk.
George T. Baker & Son! .....	June	20, 1855	Candles .....	29	do	
E. A. & W. Winchester .....	July	19, 1855	1,400 barrels navy beef .....	18 95	per barrel..	Boston.
Hiram Slocum .....	July	19, 1855	2,600 barrels navy beef .....	18 94	do .....	New York.
Hiram Slocum .....	July	19, 1855	1,400 barrels navy beef .....	19 43	do .....	Norfolk.
E. A. & W. Winchester .....	July	19, 1855	1,200 barrels navy pork .....	19 47	do .....	Boston.
Charles H. Cadwell .....	July	25, 1855	2,400 barrels navy pork .....	18 93	do .....	New York.
Benoni P. Pratt .....	July	25, 1855	1,200 barrels navy pork .....	19 50	do .....	Norfolk.

#### CHARTER PARTIES.

Barque "Young Turk" .....	Feb.	13, 1855	Freight of stores .....	84	per barrel..	To Spezzia, Sardinia.
Brig "Amos M. Roberts" .....	March	24, 1855	..... do .....	1 50	do .....	To Porto Praya, Cape de Verde.
Barque "Millford" .....	June	5, 1855	..... do .....	40	per cubic foot.	To Valparaiso, Chile.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

## No. 6.

NAVY DEPARTMENT,  
*Bureau of Medicine and Surgery, October 29, 1855.*

SIR: Below is presented an abstract of the annual report of the Bureau of Medicine and Surgery, made out in conformity with the order of the department of March 27, 1855.

1. Fiscal condition of the medical department.
2. Statistical tables, collated from sick-reports from stations within the United States, for the year ending September 30, 1855, and from vessels in commission, for the year ending December 31, 1854.
3. Notice of the prevalence of the yellow fever during the last summer at Portsmouth, and table of citizen patients admitted to naval hospital under authority of the department.
4. Notice of the appearance of yellow fever on board the frigate Columbia and sloop Falmouth.
5. Notice of naval hospital organization, and recommending such a modification of the act approved March 3, 1851, as may secure to the hospital fund the issuing value, instead of the contract price, of the naval ration.
6. Notice of the diminution of the hospital fund, and recommending a transfer to other sources of sundry allowances to beneficiaries in the asylum that are now met from the hospital fund.
7. Exhibit of receipts and disbursements from hospital fund for the year ending June 30, 1855.
8. Recommending that some remuneration be made to the hospital fund for the property belonging to the naval hospital at Chelsea, Massachusetts, appropriated by act approved March 3, 1855, for the use of the marine hospital of the district of Boston and Charlestown.
9. Notice of the operations of the naval laboratory.
10. Statement of the force and disposition of the medical corps for the year ending June 30, 1857.
11. Estimates in detail for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1857.
12. Estimates in detail of the amount required for the support of the medical department of the navy (hospitals excepted) for the year ending June 30, 1857.

The available balance in the treasury, under the head of surgeons' necessaries and appliances, renders any appropriation unnecessary to meet the estimated expenses.

W. WHELAN.

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NAVY DEPARTMENT,  
*Bureau of Medicine and Surgery, October 29, 1855.*

SIR: In compliance with your instructions of September 12, I have the honor to present herewith estimates of the sums required for the



support of this bureau and of the medical department of the naval service (hospitals excepted) for the year ending June 30, 1857.

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

Balance of appropriation for "surgeons' necessities and appliances" in treasury, June 30, 1855.....	\$57,033 18
Amount of appropriation for "surgeons' necessities and appliances," per act approved March 3, 1855.....	34,325 00
Amount of "surgeons' necessities and appliances" in treasury, October 1, 1855.....	79,807 53
Amount of hospital fund in treasury, October 1, 1855..	78,257 97
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1857, (Estimate A).....	9,966 00
Amount estimated for the support of the medical department of the navy (hospitals excluded) for the fiscal year ending June 30, 1857, (Estimate B).....	30,775 00

The estimates for the medical service (Schedule B) are smaller than those of the present term, and, owing to a better system of business and accountability, the balance in the treasury available for the medical department will render unnecessary any appropriation to meet the expenditures of the ensuing year.

The addition to the amount required for the support of the bureau is consequent upon an act approved March 3, 1855, equalizing the compensation of the chiefs of the several bureaus of the Navy Department.

Subjoined are tabular statements, derived from "reports of sick" from medical stations within the United States and from the various squadrons in commission—the former for the year ending September 30, 1855; the latter for the year ending December 31, 1854—the latest complete annual exhibit that can be made from the reports which have reached this office from vessels in service on the different, and, in some instances, very remote foreign stations.

Home stations.	Remaining September 30, 1854.	Admitted.	Died.	Total treated.	Remaining September 30, 1855.	Per-centage of deaths in number of cases treated.
Navy yards and receiving ships...	65	2,598	10	2,663	58	0.04—
Naval hospitals .....	83	812	89	895	118	9.94+
	148	3,410	99	3,558	176	2.78+

Squadrons.	Remaining December 31, 1853.	Admitted.	Died.	Total treated.	Remaining December 31, 1854.	Percentage of deaths in number of cases treated.
Home squadron.....	30	1,206	9	1,236	33	0.72+
Pacific.....	38	1,627	11	1,665	80	0.66+
Mediterranean.....	54	1,648	24	1,702	44	1.41+
Brazil.....	25	1,177	5	1,202	39	0.41+
African.....	39	1,277	2	1,316	41	0.15+
East Indian.....	132	3,502	33	3,634	181	0.90+
Special service, North Pacific....	16	623	7	639	30	0.09+
Lake and coast survey.....	3	416	3	419	.....	0.71+
	337	11,476	94	11,813	448	0.79+

In the month of July last a fever of malignant character broke out in the immediate vicinity of the navy yard at Gosport, Virginia, and, by its rapid extension and severity of type, soon excited the greatest consternation throughout the community.

The town being at the moment destitute of any accommodation for the reception and treatment of the subjects of this pestilence, application was made by a committee of the citizens of Portsmouth for the privilege of using a portion of the naval hospital attached to the station. In view of the very peculiar and distressing circumstances of the case, the department promptly acceded to the request of the committee, and, during a period extending from August 1 to October 10, a large number of citizen patients were treated by the medical officers of the hospital, as exhibited in the following report of the surgeon:

*Citizen patients.*

	Admitted.	Discharg'd.	Died.	Total.	Hopeless when admitted.
Men, white.....	229	134	95	229	40
Men, colored.....	4	3	1	4	1
Women, white.....	124	77	47	124	23
Women, colored.....	2	1	1	2	1
Children, white.....	92	71	21	92	8
Children, colored.....	6	6	.....	6	.....
Total.....	457	292	165	457	73

LEWIS W. MINOR, *Surgeon.*

The disease soon extended to the navy yard, and also to the receiving ship, which was moored opposite to the infected district, but her position was soon changed to a more healthy locality below the hospital.

From these stations there were received into the hospital 111 cases, of which 41 died, 61 were discharged cured, and 14 remained under treatment, or convalescent, on the 1st instant.

I should omit a very grateful duty did I fail to bring to the notice of the department the medical officers of the navy attached to the hospital, who, in a time of general panic and excitement, continued faithfully and cheerfully at their posts, discharging without murmur all the accumulated labors imposed by an epidemic nearly unprecedented in its ravages.

Surgeon L. W. Minor and Passed Assistant Surgeons Steele and J. F. Harrison were on duty at the commencement of the epidemic. Assistant Surgeons Randolph, Harrison, Coleman, and Walker were added to the hospital staff as the number of sick increased.

A fever of similar though somewhat milder character appeared on board the frigate Columbia while cruising in the West Indies in February last. Her arrival at Norfolk in the latter part of March, and the removal of the crew, prevented its extension, though not until forty-six cases had occurred, eight of which terminated fatally.

A few cases also occurred in August last on board the sloop Falmouth, on her passage from Key West to New York. The removal of the crew to the quarantine station on shore entirely arrested the disease.

The hospital organization of the navy is quite satisfactory. Hospitals are necessarily expensive establishments, and, with all the care and supervision that can be exerted, the hospital fund from which they are supported is progressively diminishing. One cause of the decrease of the fund is to be found in the operation of the act approved March 3, 1851, which deprives the hospital fund of the value of rations stopped on account of sick, except when sent to the "hospitals on shore," and then the fund is credited with the "cost only thereof." As the cost of the navy ration for a few years past has fallen very much below the actual expense of subsistence, I would respectfully suggest such a modification of the law as shall secure to the fund the issuing price of the naval ration.

The support of invalids and beneficiaries in the Naval Asylum is another cause of the diminution of the fund. Of the whole number of inmates—about 140—but 16, at the date of the last report, (January 30, 1855,) are pensioners, whose pensions revert to the fund while they are maintained in the asylum. The pensions average about \$58.80 per year, in lieu of which they receive from the hospital fund their subsistence, and clothing "limited to \$36 per year each," \$12 per year each for "good conduct, and the faithful performance of such duties in and about the asylum as may be directed by the governor," and tobacco to the value of \$6 per year each. "Eight in each class of the best behaved and most meritorious pensioners form a corps of petty officers and watchmen, who are allowed at the rate of \$24 per year each, including the monthly allowance of \$1 each for pocket money." (Articles 7, 8, and 9 of Regulations for the United States Naval Asylum, approved July 1, 1851.)

The act approved February 26, 1811, requires the commissioners of

the hospital fund to provide "a permanent asylum for disabled and decrepit naval officers, seamen, and marines, at one of the hospitals;" yet it may be a question whether the idea of a permanent home was intended to embrace the sources of expenditure above noticed.

But the asylum, under existing circumstances, costs very nearly as much as all the hospitals together. I would respectfully suggest that the clothing, tobacco, and money allowance to the beneficiaries, be met from some other source than the rapidly decreasing hospital fund, either by direct appropriation by Congress, or by devolving the items of "pay and allowances" upon the appropriation for the pay of the navy.

## HOSPITAL FUND.

Amount in treasury July 1, 1854 .....	\$120,313 08
<hr/>	
Drawn during the fiscal year ending June 30, 1855, by the Bureau of Medicine and Surgery, to defray the expense of naval hospitals at Chelsea, New York, Norfolk, Pensacola, and sick quarters at the Naval Asylum, and for purchases for the laboratory.....	\$39,197 50
By Bureau of Yards and Docks, having "supervision and direction" of Naval Asylum, (Regulation July 1, 1851) .....	27,424 00
By transfers on settlement of accounts by Fourth Auditor.....	2,664 89
<hr/>	
Amount drawn during the year ending June 30, 1855..	69,285 89
<hr/>	
Balance in the treasury.....	51,027 19

*Credits.*

Value of supplies from laboratory and stopped rations credited to fund and transfers in settlement of accounts.	38,603 25
<hr/>	
Remaining in treasury June 30, 1855.....	89,630 44
<hr/>	

Amount to be credited for laboratory supplies in quarter ending June 30, 1855, not included, as the transfer was not made until the ensuing quarter.....	\$4,354 13
The amount of such credits from the Fourth Auditor's office as may accrue from the monthly deduction from the pay of officers, seamen, and marines, in the 3d quarter of 1855, upon which transfer had not been made till the ensuing quarter.....	.....

The average cost per week of the hospital patients for the year ending September 30, 1855, has been about \$3 12 under all heads of ex-

penditure save the wages of attendants, who draw their compensation from the appropriation for the pay of the navy.

The sixth section of an act making appropriations for the civil and diplomatic expenses of the government, approved March 3, 1855, enacts that "ten acres of the land heretofore purchased by the United States for the purposes of a naval hospital at Chelsea, Massachusetts, be selected and set apart, under the direction of the President of the United States, for the use of the marine hospital of the district of Boston and Charlestown." This act has been executed, and ten acres of the most eligible portion of the naval hospital estate has been set apart for the purpose therein stated.

I beg leave to remark, that the original purchase of this property was made by the commissioners of the naval hospital fund under authority of an act approved March 2, 1799, by which "the Secretary of the Navy is authorized and directed to deduct from the pay of the officers, seamen, and marines of the navy of the United States, at the rate of twenty cents per month for every such officer, seaman, and marine, and to pay the same quarter-annually to the Secretary of the Treasury," &c.

Hence it would appear that the property under consideration had been purchased, not from any money appropriated by Congress for the purpose, but by a deduction from the pay of the officers, seamen, and marines who were to derive some advantage from this tax upon their allotted pay.

As the hospital fund is in no condition to bear such a curtailment, I earnestly suggest that some measures be adopted to secure to the hospital fund an equivalent for the portion of land thus alienated. Its value could be easily ascertained through the judgment of disinterested persons in the vicinity; after which application might be made to Congress either for an appropriation to reimburse the fund, or for authority to enable the Secretary of the Treasury to transfer to the hospital fund an equivalent amount out of any money in the treasury not otherwise appropriated.

#### NAVAL LABORATORY.

Medical supplies for the navy have been derived almost exclusively from this source since my last annual report. The outfit for vessels preparing for sea-service is always put up here, and shipments of necessary and suitable articles have been made in the course of the year to foreign stations. The experiment of manufacturing our own medicines succeeds very well; and though we may not compete with the nominal valuation of kindred articles in the market, great confidence may always be reposed in the quality and efficiency of our productions.

The laboratory is rendering valuable service to other departments of the navy by supplying the means and facilities of chemical tests or analyses for many articles submitted under contract, whose real quality could not be determined by any less rigid method of inspection: as, for example, the nature of the coloring matter, or the admixture of

cotton with wool in cloths, flannels, blankets, &c.; the composition of candles, soap, oil, &c.; the strength and purity of whiskey, vinegar, &c. The effect of these operations of the laboratory will be to raise the character of such naval supplies as come within its scope, by furnishing a standard of quality or of excellence for articles offered for acceptance under contract, and by furnishing the inspectors with the means of detecting the ordinary adulterations. Many examinations of this description have been made by the officers at the laboratory during the year.

Amount of purchases for the laboratory, for the year ending June 30, 1855.....	\$12,726 66
Issues for the same period.....	12,122 17
Stock on hand, machinery and apparatus.....	19,964 57

MEDICAL OFFICERS.

Number of surgeons required for service afloat and on shore..	56
Number disabled and unfit for service.....	12
	— 68
Whole number in service.....	69
Number of assistant surgeons required for service afloat and on shore.....	75
Number disabled and unfit for service.....	5
	— 80
Whole number in service.....	79

W. WHELAN.

A.—*Estimate of the amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1857.*

Salary of the chief of the bureau, per act of Congress approved March 3, 1855; Statutes at Large, 2d session 33d Congress, p. 675.....	\$3,500 00
Salary of one clerk of 4th class, assistant to chief, per act of March 3, 1853; Statutes at Large, 2d session 32d Congress, p. 211.....	1,800 00
Salary of two clerks of 2d class, at \$1,400 each, per acts of March 3, 1853; Statutes at Large, 2d session 32d Congress, p. 211: April 22, 1854; Statutes at Large, 1st session 33d Congress, p. 276: and August 4, 1854; Statutes at Large, 1st session 33d Congress, p. 572.....	2,800 00
Salary of messenger, per acts of April 22, 1854; Statutes at Large, 1st session 33d Congress, p. 276: and August 4, 1854; Statutes at Large, 1st session 33d Congress, p. 572.....	840 00

## A—Continued.

Salary of laborer, per act of August 4, 1854; Statutes at Large, 1st session 33d Congress, p. 572, including 20 per cent. allowed by decision of Treasury Department under same act.....	\$576 00	\$9,516 00
<b>CONTINGENT EXPENSES.</b>		
Blank books, stationery, and miscellaneous items.....		450 00
Total required.....		9,966 00
Required last year.....		9,466 00
Excess in first item.....		500 00

W. WHELAN.

## B.

*Estimate from the Bureau of Medicine and Surgery of the amount required for the support of the medical department of vessels in commission, navy yards, naval stations, marine corps, and coast survey, for the year ending June 30, 1857.*

<i>Frigates—6.</i>		
Six, at \$1,200 each.....		\$7,200 00
<i>Sloops—16.</i>		
Seven of the first class, at \$700.....	\$4,900 00	
Six of the second class, at \$600.....	3,600 00	
Three of the third class, at \$500.....	1,500 00	10,000 00
<i>Steam-frigates—5.</i>		
Five of the first class, at \$700.....		3,500 00
<i>Steamers—7.</i>		
Four of the first class, at \$400.....	1,600 00	
Three of the second class, at \$300.....	900 00	2,500 00

## B—Continued.

<i>Brigs—2.</i>		
Two, at \$350.....		\$700 00
<i>Store-ships—4.</i>		
Four, at \$200.....		800 00
<i>Receiving-ships—4.</i>		
Three, at \$700 .....	\$2,100 00	
One, at \$150 .....	150 00	
		2,250 00
<i>Nay yards—7.</i>		
Portsmouth, N. H.....	100 00	
Boston .....	150 00	
New York .....	200 00	
Philadelphia and receiving-ship Union .....	250 00	
Washington and marine barracks .....	1,200 00	
Norfolk .....	200 00	
Pensacola.....	200 00	
		2,300 00
<i>Naval stations.</i>		
Naval Academy, Annapolis.....	400 00	
Observatory and general relief of officers...	300 00	
		700 00
<i>Coast survey.</i>		
Three steamers, at \$125.....	375 00	
One steamer, at \$50 .....	50 00	
Two schooners, at \$50.....	100 00	
Temporary relief of sick seamen in vessels having no medical officer.....	300 00	
		825 00
Total required.....		30,775 00
Required last year.....		34,325 00

W. WHELAN.



No. 7.

HEADQUARTERS OF THE MARINE CORPS,  
*Washington, November 19, 1855.*

SIR: For thirty-six consecutive years the duty has devolved on me to make an annual report of the condition of the marine corps. In every report I have endeavored to show its utility in its connexion with the navy, as well as its efficiency when employed on shore in service with the army. The year that is now near its close adds its testimony to those that have gone before, and justifies me in once more recommending its increase in an equal ratio with that branch of the service to which it more especially belongs.

The national ships of war, more particularly those propelled by steam, are constantly increasing in number, requiring a large addition to the seamen and other classes of the crews, while the marine corps, so necessary in its military character, and so distinguished for the preservation of discipline and good order, has been, year after year, entirely overlooked by Congress.

I now trust that equal justice, apart from other considerations, will induce Congress to grant this long delayed and much needed augmentation of the corps, and I therefore once again ask your favorable attention to this often repeated suggestion on my part.

Two distinct reports have been made, during the past year, of the bad conduct of the guards on board ships of war. One of these has been thoroughly investigated, and has been found to have arisen from two causes: first, from the crew being newly shipped, and the officers not possessing authority to inflict punishment adequate to their offences; and, secondly, from the necessity of imposing on the marines excessive duty.

In the case to which I now particularly refer, there were twenty privates only in the guard: two of these were required for cooks, one for orderly for the captain of the vessel, at least one sick, leaving but sixteen men for duty. This small force was compelled to furnish four sentinels by day and five by night, to prevent the escape of deserters. It takes fifteen men to furnish five sentinels, and each of these is eight hours of the twenty-four on post, being relieved every two hours. But one single man is left to constitute a relief for this guard. This is a severity of duty that will break down the best drilled body of soldiers. What, then, could be expected when it was required of recruits, many of them not having been two months in service? There should be at least one full relief to each guard on duty, and a sufficient number of sentinels to prevent the escape of any portion of the crew while in port, as well as sentinels for other purposes. The only remedy is the increase of the guard; which, in sloops-of-war, should not be less than thirty privates, exclusive of those required for cooks, &c. I have hitherto shown that this increase of marines would lessen the number of landsmen. At sea they would perform landsmen's duty; and as the number of sentinels would then be lessened, other duty to which they are fully competent could be assigned to them. This addition to each guard is surely the only cure for this great evil, and I most

earnestly solicit your attention to its adoption. It would cause no increase of expense, no diminution of the efficiency of the crew, while it will relieve the small guards from excessive military duty, necessarily imposed on them while ships are in port.

The present number of privates, too, is so limited, that it is necessary to detail recruits on active service, who are inefficient, and afford but little assurance of a faithful performance of appropriate duty. The law, as it now is, throws upon the guard of marines a responsibility of position which it did not formerly have, and renders it necessary to have tried soldiers in its ranks, with such an *esprit de corps* as to assure steadiness of character in all cases of emergency.

One of our captains, who has seen much sea service, has just informed me that, in all our frigates, seven and eight sentinels are required from a guard of forty privates. Such a duty would be a hard one on a guard of sixty privates. I therefore cannot too strongly urge on the department the justice of increasing each guard at least one third in all classes of men-of-war. The steam-ships of the first class, such as the Merrimack, are as large as line-of-battle ships, requiring, I have no doubt, ten sentinels on post while in port. A guard for this class of steamers, commensurate with the duty to which it is subject, should, I respectfully suggest, consist of not less than one hundred privates. From the first introduction of steam into ships of war, it has been my belief that soldiers should constitute a large portion of their crews; and, if I mistake not, such is the practice in the English and French services. I make this suggestion as a matter of duty.

I have inspected, in the course of this year, all the posts of the marine corps except that at Norfolk, which will be visited in the course of a few days. I learn, however, from a report from Brevet Major Zeilin, that the conduct of the guard of marines during the recent devastating epidemic has been all that could have been desired from any body of soldiers, and I take great satisfaction in reporting to the department their exemplary devotion to duty during that trying period.

I have for many successive years called the attention of the department to the importance of good barracks for the marines at Boston, New York, Philadelphia, Norfolk, and Pensacola. The quartermaster, under my direction, has inserted in his estimates an appropriation for purchasing sites and commencing the erection of barracks at those posts. I enclose a statement of the amount of rent of a building too old and dilapidated even for a poorhouse; which, with the necessary repairs, has cost the government, in eight years, over seventeen thousand dollars, almost sufficient to build new barracks. The lease of this building will expire 1st November, 1856.

To furnish comfortable quarters for soldiers, is an inducement for good men to join the service, and I therefore respectfully ask your favorable attention to this subject.

I am, very respectfully, your obedient servant,

ARCH. HENDERSON,  
*Brevet Brigadier General, Commandant.*

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

**HEADQUARTERS MARINE CORPS,**  
*Quartermaster's Office, Washington, November 20, 1855.*

SIR: Under your instructions, I have caused the subject of the hire of buildings for marine barracks at Brooklyn, New York, to be examined, and respectfully report the following result:

The late quartermaster, on the 17th of October, 1848, entered into lease with John Acosta, esq., of New York, for the buildings now in use at Brooklyn, New York, as barracks, for a period of eight years, to commence on the 1st of November, 1848, at a rent of \$2,000 per annum. This lease will expire on the 1st of November next.

The amount paid for rent to October 31, 1855, is.....	\$14,000 00
The amount paid for repairs, since leased .....	1,208 00
Add one year's rent, to be paid before lease expires....	2,000 00
	17,208 00

Making a sum total of.....

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

**G. F. LINDSAY,**  
*Quartermaster Marine Corps.*

General A. HENDERSON,  
*Commandant Marine Corps, Headquarters.*

General return of the officers, non-commissioned officers, musicians, and privates of the United States Marine Corps, on the 5th day of November, 1855.

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, paymaster, quartermaster, and aid-de-camp.
Marine barracks, Washington..	.....	.....	.....	.....	2	2	2	4	1	6	4	25	7	4	72	131	13 privates returned here, are boys learning music; Lieutenant Hayes absent with leave.
Guard at the navy yard, D. C..	.....	.....	.....	.....	1	.....	.....	.....	1	1	2	.....	1	1	22	99	
Brooklyn, New York.....	.....	.....	.....	1	.....	4	2	.....	1	6	7	.....	5	2	75	103	
Charlestown, Mass.....	.....	.....	.....	1	.....	.....	.....	.....	1	3	2	.....	1	1	69	78	
Gosport, Va.....	.....	.....	.....	1	1	.....	.....	.....	1	3	3	.....	.....	.....	33	42	
Philadelphia, Pa.....	.....	.....	.....	1	.....	3	.....	.....	1	5	2	.....	2	1	50	65	
Portsmouth, N. H.....	.....	.....	.....	.....	1	.....	.....	.....	1	4	3	.....	1	1	32	43	
Warrington, Fla.....	.....	.....	.....	.....	1	.....	.....	.....	1	4	2	.....	.....	.....	47	55	
Asst. Qr. Master's office, N. Y.	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	
Receiving ship Pennsylvania. ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	21	24	This guard was temporarily transferred to the Frigate St. Lawrence August last.
Receiving ship Ohio.....	.....	.....	.....	.....	.....	1	.....	.....	1	1	2	.....	.....	.....	20	25	
Receiving ship North Carolina ..	.....	.....	.....	.....	.....	1	.....	.....	1	1	2	.....	1	1	34	41	
Receiving ship Union.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....	15	18	
Steamer Powhatan .....	.....	.....	.....	.....	.....	1	.....	.....	1	2	3	.....	1	1	32	41	April 30, 1855.

Steamer San Jacinto.....						1		1		2		1	1	26	32	This guard joined from N. Y. Oct. 3, 1855.
Steamer Saranac.....						1		1	1	3		1	1	23	36	June 30, 1855.
Steamer Fulton.....								1		2				10	13	September 30, 1855.
Steamer Michigan.....						1		1		2				11	15	October 31, 1855.
Steamer Massachusetts.....								1		2				8	11	September 30, 1855.
Frigate Independence.....						1		1	2	4		1	1	39	50	September 30, 1855.
Frigate Potomac.....						1		1	2	4		1		39	49	October 31, 1855.
Frigate Congress.....						1		1	2	4		1	1	40	51	This guard joined from New York 23d June last.
Frigate Savannah.....						1	1	1	2	4		1	1	38	49	July 31, 1855.
Sloop Constellation.....						1		1	1	4		1	1	36	45	July 31, 1855.
Sloop Macedonian.....								1	1	2		1	1	20	26	December 31, 1854.
Sloop St. Mary's.....								1		2		1	1	17	23	June 30, 1855.
Sloop Jamestown.....						1		1	1	2		1	1	20	27	September 30, 1855.
Sloop Germantown.....								1		2		1	1	20	26	May 31, 1855. One private sick in hospital at Rio de Janeiro.
Sloop Saratoga.....						1		1		2		1	1	20	26	October 31, 1855.
Sloop John Adams.....								1		2		1	1	18	23	June 30, 1855.
Sloop Vincennes.....								1		2		1	1	19	24	March 31, 1855.
Sloop Vandalia.....						1		1	1	2		1		19	25	March 31, 1854.
Sloop St. Louis.....								1		2		1	1	20	26	This guard joined from Philadelphia November 5, 1855.
Sloop Cyane.....						1		1		2		1	1	20	26	This guard joined from New York 23d instant.
Sloop Levant.....						1		1		2		1	1	19	25	This guard joined from New York 31st instant.
Sloop Decatur.....								1		2		1	1	19	24	August 31, 1855.
Sloop Dale.....								1		2		1	1	13	18	June 30, 1855.
Sloop Preble.....								1		2				6	9	October 31, 1855.
Brig Bainbridge.....										1				5	6	June 30, 1855.
Brig Dolphin.....										1				5	6	This guard joined from Brig Perry April last.
Under orders.....						1									1	First lieutenant and brevet captain Shuttleworth, to New York.
On special service.....												1	1		2	At the Naval School at Annapolis, Md.
Appointed in the corps, but has not reported.....						1									1	Alexander W. Stark.

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.
On leave of absence.....	.....	.....	1	.....	3	1	2	.....	.....	.....	.....	.....	.....	.....	.....	7	Lieut. Col. Samuel Miller, Captain and Brevet Major Ward Marston, Captain Abraham N. Brevoort, Captain Frederick B. McNeill, Lieut. and Brevet Captain Wm. L. Young, Lieut. Wm. Butterfield, and Lieut. Jno. L. Broome.
Total, .....	1	4	1	4	13	20	20	4	36	50	97	25	40	31	1,057	1,403	

WM. W. RUSSELL,  
For P. G. HOWLE, *Adjutant and Inspector,*

HEADQUARTERS OF THE MARINE CORPS, *Adjutant and Inspector's Office, Washington, November 12, 1855.*

*Table showing the number of commissioned and non-commissioned officers, musicians, and privates of the marine corps, allowed for vessels in commission in 1856, if the guards were complete, in conformity with the printed table of July 20, 1854, and subsequent orders from the Navy Department.*

Vessels.	Captains.	First lieutenants.	Second lieutenants.	First sergeants.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
Receiving ship Pennsylvania.....	1			1	1	3	1	1	35	43
Receiving ship Ohio.....	1			1	1	3	1	1	35	43
Receiving ship North Carolina.....	1			1	1	3	1	1	35	43
Receiving ship Union.....				1		2	1	1	20	25
Steamer Merrimack.....	1			1	2	4	1	1	40	50
Steamer Wabash.....	1			1	2	4	1	1	40	50
Steamer Powhatan.....	1			1	2	4	1	1	36	46
Steamer San Jacinto.....	1			1	1	2	1	1	20	27
Steamer Susquehanna.....		1		1	2	4	1	1	36	46
Steamer Saranac.....				1	1	2	1	1	20	26
Steamer Fulton.....				1		2			10	13
Steamer Michigan.....				1		2			10	13
Steamer Massachusetts.....				1		2	1	1	20	25
Frigate Independence.....	1		1	1	2	4	1	1	40	51
Frigate Potomac.....	1		1	1	2	4	1	1	40	51
Frigate Congress.....	1		1	1	2	4	1	1	40	51
Frigate Savannah.....	1		1	1	2	4	1	1	40	51
Frigate St. Lawrence.....	1		1	1	2	4	1	1	40	51
Sloop Constellation.....			1	1	1	4	1	1	36	45
Sloop Macedonian.....		1		1	1	4	1	1	36	45
Sloop Portsmouth.....		1		1	1	2	1	1	20	27
Sloop Plymouth.....		1		1	1	2	1	1	20	27
Sloop St. Mary's.....		1		1	1	2	1	1	20	27
Sloop Jamestown.....		1		1	1	2	1	1	20	27
Sloop Germantown.....		1		1	1	2	1	1	20	27
Sloop Saratoga.....			1	1	1	2	1	1	20	27
Sloop John Adams.....			1	1	1	2	1	1	20	27
Sloop Vincennes.....			1	1	1	2	1	1	20	27
Sloop Falmouth.....			1	1	1	2	1	1	20	27
Sloop Vandalia.....			1	1	1	2	1	1	20	27
Sloop St. Louis.....			1	1	1	2	1	1	20	27
Sloop Cyane.....			1	1	1	2	1	1	20	27
Sloop Levant.....			1	1	1	2	1	1	20	27
Sloop Decatur.....				1	1	2	1	1	20	26
Sloop Dale.....				1	1	2	1	1	20	26
Sloop Preble.....				1	1	2	1	1	20	26
Brig Bainbridge.....				1		2			10	13
Brig Dolphin.....				1		2			10	13
Total.....	6	13	14	38	41	101	34	34	969	1,250

WM. W. RUSSELL,  
For P. G. HOWLE, *Adjutant and Inspector.*

HEADQUARTERS OF THE MARINE CORPS,  
*Adjutant and Inspector's Office, Washington, November 12, 1855.*

*Table showing the number of non-commissioned officers, musicians, and privates of marines, required for the shore stations, and to furnish reliefs for those guards returning from sea in 1856.*

	Sergeant major.	Quartermaster sergeant.	Drum major.	Fife major.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
Headquarters, D. C.....	1	1	1	1	6	6	2	2	150	170
Portsmouth, N. H.....					4	5	1	1	75	86
Boston, Mass.....					5	5	1	1	100	112
New York.....					6	6	2	2	150	166
Philadelphia.....					4	5	1	1	75	86
Washington navy yard, D. C.....					3	4	1	1	50	59
Norfolk, Va.....					5	5	1	1	120	132
Warrington.....					5	5	1	1	125	137
California.....					5	5	1	1	125	137
Total.....	1	1	1	1	43	46	11	11	970	1,085

WM. W. RUSSELL,  
For P. G. HOWLE, *Adjutant and Inspector.*

HEADQUARTERS OF THE MARINE CORPS,  
*Adjutant and Inspector's Office, Washington, November 12, 1855.*

HEADQUARTERS MARINE CORPS,  
*Washington, October 23, 1855.*

SIR: I return to the department the estimates for the quartermaster's department of the marine corps.

The items for the purchase of sites and the building of barracks at four of the stations were directed by me, as you suggested this as the most direct and the usual course in such cases.

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 15, 1855.*

SIR: I have the honor to transmit herewith estimates for the support of the quartermaster's department of the marine corps for the fiscal year commencing July 1, 1856, and ending June 30, 1857.



These estimates vary from those of the last year in the following items, viz: In "contingencies" \$1,000 has been introduced, by authority of the Navy Department, for building two cisterns within the precincts of the barracks at this place, to save the property against accident by fire. \$350,000 has been introduced, by your direction, for the following purpose, viz: For the purchase of ground, and to commence the erection of marine barracks at Boston, Mass., Brooklyn, N. Y., and Norfolk, Va., \$300,000; and for building barracks at Pensacola, Fla., \$50,000.

I am, sir, your obedient servant,

G. F. LINDSAY,  
*Quartermaster Marine Corps.*

General A. HENDERSON,  
*Commandant Marine Corps, Headquarters.*

*Estimate of the expenses of the quartermaster's department of the marine corps for one year from July 1, 1856, to June 30, 1857.*

There will be required for the quartermaster's department of the marine corps for one year, commencing on the first of July, 1856, in addition to the balance then remaining on hand, the sum of five hundred and twenty-seven thousand eight hundred and seventy-nine dollars and thirty-seven cents, as follows:

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 for expenses of recruiting ..	12,000 00
6. For repairs of barracks, and rent of temporary barracks and offices where there are no public buildings for that purpose .....	8,000 00
7. For the purchase of ground and to commence the erection of barracks at Boston, Massachusetts; Brooklyn, New York; Gosport, near Norfolk, Virginia, \$100,000 each, and Pensacola, Florida, \$50,000 .....	350,000 00
8. For contingencies, viz: freight, ferriage, toll, cartage, wharfage, compensation to judges advocate, per diem for attending courts-martial, courts of inquiry, and for constant labor, house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, apprehension of deserters, oil, candles, gas, forage, straw, furniture, bed-sacks, spades, shovels, axes, picks, carpenters' tools, keep of a horse for the messenger, pay of matron, washerwoman, and porter at the hospital, headquarters, and for the building of two cisterns at headquarters .....	32,500 00
Amount required .....	527,879 37

Respectfully submitted:

G. F. LINDSAY, *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 washerwoman .....	.....	1	1	2	.....	1	146 00
Amount required .....	.....	.....	.....	.....	.....	.....	40,934 75

## CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, & privates, at \$36 per annum .....	1,424	\$51,264 00
Five hundred watch-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
Officers of commandant and staff, and commanding officers of posts.....	15	7	.....	105	.....
Officers-of-days' rooms.....	7	3	4	24	4
Guard-rooms at barracks and navy yards .....	9	21	.....	189	.....
Stores for clothing and other supplies.....	3	5	.....	15	.....
One-fourth additional on the 600 cords, the quantity supposed to be required for stations north of latitude 39 degrees.....	.....	.....	.....	150	.....
Amount required .....	.....	.....	.....	2,690	6
Which, at \$7 50 per cord, is .....	.....	.....	.....	.....	\$20,180 62

HEADQUARTERS MARINE CORPS,  
*Washington, October 3, 1855.*

SIR: I enclose to the department triplicate estimates from the Paymaster of the marine corps for the year 1857, to the 30th of June of that year.

I remain, most respectfully, yours,

ARCH. HENDERSON,  
*Brevet Brigadier General, Commandant.*

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

HEADQUARTERS MARINE CORPS,  
*Paymaster's Office, September 28, 1855.*

SIR: I have the honor to enclose herewith estimates in triplicate for pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates, and pay for undrawn clothing, for the United States marine corps, for the year ending June 30, 1857.

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

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

Brig. Gen. ARCH. HENDERSON,  
*Commandant Marine Corps, Headquarters.*

*Detail estimate of pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates of the United States marine corps, and pay for undrawn clothing, from July 1, 1856, to June 30, 1857.*

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 at twenty cents per ration.	Number of extra or double rations at twenty cents per ration.		Total.
Brigadier general commandant.....	1	\$75 00	2	.....	\$1,164 00	6	6	\$876 00	\$2,040 00
Lieutenant colonel.....	1	60 00	2	.....	984 00	5	5	730 00	1,714 00
Majors.....	4	50 00	2	.....	3,456 00	4	4	2,336 00	5,792 00
Adjutant and inspector, paymaster and quartermaster.....	3	60 00	.....	2	3,024 00	4	.....	876 00	3,900 00
Assistant quartermaster.....	1	50 00	.....	1	744 00	4	.....	292 00	1,036 00
Captains commanding posts, and at sea.....	8	50 00	1	.....	5,856 00	4	4	4,672 00	10,528 00
Captains.....	5	40 00	1	.....	3,060 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 major and fife major, 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

Clerks to brigadier general commandant, adjutant and inspector, paymaster, quartermaster, and assistant quartermaster.	9				8,312 16			8,312 16
Hospital steward, nurse at hospital, and messenger at headquarters	3	1 50	per day.		1,642 50			1,642 50
Messenger to assistant quartermaster.	1	1 00	per day.		365 09			365 00
Clerk in the clothing store at 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 \$8 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 MARINE CORPS,  
Paymaster's Office, September 28, 1855.

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

## No. 8.

*General estimate of the sums required for the support of the office of the Secretary of the Navy, and the several bureaus of the Navy Department, for the fiscal year ending June 30, 1857.*

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.....	21,292 00	800 00
Bureau of Provisions and Clothing.....	8,816 00	700 00
Bureau of Medicine and Surgery.....	9,516 00	450 00
	98,328 00	6,340 00

## RECAPITULATION.

Salaries.....	\$98,328 00
Contingent.....	6,340 00

*Appropriated for 1855-'56.*

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

NOTE.—The increase in the estimate for “salaries,” for the fiscal year 1856-'57, over the amount appropriated for 1855-'56, arises from the salaries of the chiefs of the Bureau of Construction, Equipment and Repair, and Medicine and Surgery, having been increased \$500 each, per act of March 3, 1855, section 1, pamphlet edition of Laws, p. 675.

## No. 9.

*General estimate of the sums required for the expenses of the Southwest Executive Building for the fiscal year ending June 30, 1857.*

## CIVIL.

For salaries.....	\$2,400 00
For contingent.....	3,865 00

*Appropriated for 1855-'56.*

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

No. 10.

*Summary statement of the estimates for the navy for the fiscal year 1856-'57.*

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.
<b>NAVY PROPER.</b>							
For pay of the navy.....	\$505,525 00	\$154,881 00	\$272,196 00	\$2,489,116 00	.....	.....	\$3,421,718 00
For provisions.....	.....	.....	.....	.....	\$840,450 00	.....	840,450 00
For surgeons' necessaries.....	.....	.....	.....	.....	.....	.....	.....
For increase, repairs, &c.....	.....	.....	.....	2,799,500 00	.....	.....	2,799,500 00
For ordnance and ordnance stores.....	.....	221,000 00	.....	.....	.....	.....	221,000 00
For contingent enumerated.....	.....	.....	441,750 00	350,000 00	68,000 00	.....	859,750 00
	505,525 00	375,881 00	713,946 00	5,638,616 00	908,450 00	.....	8,142,418 00
<b>MARINE CORPS.</b>							
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 purchase of ground, and to commence erection of barracks.....	.....	.....	.....	.....	.....	.....	350,000 00
For contingent enumerated.....	.....	.....	.....	.....	.....	.....	32,500 00
	.....	.....	.....	.....	.....	.....	851,113 31

No. 10—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.
<b>SPECIAL OBJECTS.</b>							
<i>Navy yards.</i>							
At Portsmouth, New Hampshire.....			\$97,700 00				
At Boston.....			153,850 00				
At New York.....			456,247 00				
At Philadelphia.....			64,520 00				
At Washington.....			377,888 00				
At Norfolk.....			262,500 00				
At Pensacola.....			297,084 00				
At San Francisco.....			508,200 00				
<i>Hospitals.</i>							
At Boston.....			16,750 00				
At New York.....			20,650 00				
At Philadelphia.....			22,500 00				
At Norfolk.....			6,000 00				
At Pensacola.....			18,500 00				
<i>Magazines.</i>							
At Portsmouth, New Hampshire.....			40,000 00				
At Boston.....			1,000 00				
At New York.....			16,000 00				
At Washington.....			22,000 00				
At Norfolk.....			61,000 00				
At Pensacola.....			2,600 00				
							142,600 00



<i>Miscellaneous.</i>						
Pay of superintendents.....			125,782 00			
Nautical books, hydrographical office, &c.....		\$68,160 00				
Naval Academy.....		39,595 22				
Transportation of the mail.....	\$1,408,850 00					
Nautical Almanac.....	26,880 00					
Stevens's war steamer.....				\$86,717 84		
Completion of basin and railway at navy yard, San Francisco.....			305,000 00			
Completing coal depot at Key West, Florida.....	25,000 00					
	1,460,730 00	107,755 22	430,782 00	86,717 84		2,085,985 06
						4,530,974 06

AGGREGATE—NAVY.

Navy proper.....		\$8,142,418 00
Marine corps.....		851,113 31
Special objects—		
Navy yards .....	\$2,217,989 00	
Hospitals.....	84,400 00	
Magazines .....	142,600 00	
Miscellaneous .....	2,085,985 06	
		4,530,974 06
		<u>13,524,505 37</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, 1856, and ending on the 30th day of June, 1857.*

Heads of appropriation.	Estimated for 1856-'57.	Estimated for 1855-'56.	Appropriated for 1855-'56.
For pay of commission, warrant, and petty officers and seamen, including the engineer corps .....	\$3, 421, 718 00	\$3, 515, 111 00	\$3, 515, 111 00
For provisions for commission, warrant, and petty officers and seamen, including engineers, and also marines attached to vessels for sea service.....	840,450 00	686, 200 00	686, 200 00
For surgeons' necessaries and appliances for the sick and hurt of the navy, including the engineer and marine corps.....	.....	34, 325 00	34, 325 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	2, 799, 500 00	2, 799, 500 00
For ordnance and ordnance stores, including incidental expenses.....	221, 000 00	540, 000 00	540, 000 00
For contingent expenses that may accrue for the following purposes, viz: freight and transportation; printing and stationery; advertising in newspapers; books, maps, models, and drawings; purchase and repair of fire-engines and machinery; repairs of and attending to steam-engines in navy yards; purchase and maintenance of horses and oxen, and driving teams; for carts, timber-wheels, and the purchase and repair of workmen's tools; postage on public letters; furniture for government houses; fuel, oil, and candles for navy yards and shore stations; pay of watchmen and incidental labor not chargeable to any other appropriation; transportation to and labor attending the delivery of provisions and stores on foreign stations; wharfage, dockage, and rent; travelling expenses of officers and others under orders; funeral expenses; store and office-rent; stationery; fuel; commissions and pay of clerks to navy agents and storekeepers; flags, awnings, and packing-boxes; premiums and other expenses of recruiting; apprehending deserters; per diem pay to persons attending courts martial and courts of inquiry, and other services authorized by law; pay to judges advocate; pilotage and towage of vessels, and assistance to vessels in distress; for bills of health and quarantine expenses of vessels of the United States navy in foreign ports.....	859, 750 00	842, 048 00	842, 048 00
	8, 142, 418 00	8, 417, 184 00	8, 417, 184 00

No. 12.

*General estimate of the sums required for the support of the marine corps for the fiscal year commencing on the 1st day of July, 1856, and ending on the 30th day of June, 1857.*

Heads of appropriation.	Estimated for 1856-57.	Estimated for 1855-56.	Appropriated for 1855-56.
For pay of officers, non-commissioned officers, musicians and privates, clerks, messengers, stewards, servants, &c.; for rations and clothing for servants; subsistence and additional rations for five years' service of officers; for undrawn clothing and rations, bounties for re-enlistments, and pay for unexpired terms of previous service.....	\$323,233 94	\$323,233 94	\$323,233 94
For provisions .....	40,934 75	40,934 75	40,934 75
For clothing .....	55,264 00	55,264 00	55,264 00
For fuel.....	20,180 62	20,180 62	20,180 62
For military stores, viz: pay of armorers, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments.....	9,000 00	9,000 00	9,000 00
For transportation of officers and troops, and for expenses of recruiting.....	12,000 00	12,000 00	12,000 00
For repairs of barracks, and rent of temporary barracks and offices where there are no public buildings for that purpose.....	8,000 00	8,000 00	8,000 00
For the purchase of ground and to commence the erection of barracks at Boston, Mass., Brooklyn, N. Y., Gosport, near Norfolk, Va., \$100,000 each, and Pensacola, Florida, \$50,000 .....	350,000 00	.....	.....
For contingencies, viz: freight, ferriage, toll, cartage, wharfage, compensation to judges advocate, per diem for attending courts-martial, courts of inquiry, and for constant labor, house-rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, apprehension of deserters, oil, candles, gas, forage, straw, furniture, bed-sacks, spades, shovels, axes, picks, carpenters' tools, keep of a horse for the messenger, pay of matron, washerwoman, and porter at the hospital, headquarters, and for the building of two cisterns at headquarters .....	32,500 00	31,500 00	31,500 00
	851,113 31	500,113 31	500,113 31

## No. 13.

*General estimate of the sums required for special objects under the control of the Navy Department for the fiscal year commencing on the 1st day of July, 1856, and ending on the 30th day of June, 1857.*

Heads of appropriation.	Estimated for 1856-'57.	Estimated for 1855-'56.	Appropriated for 1855-'56.
For improvements and repairs at navy yards and stations.....	\$2,217,989 00	\$1,760,072 00	\$1,783,429 00
For repairs of hospital buildings and their dependencies.....	84,400 00	53,398 00	53,398 00
For repairs of magazine buildings and their dependencies.....	142,600 00	180,000 00	180,000 00
For the pay of superintendents, naval constructors, and civil establishments, of navy yards and stations.....	125,782 00	124,480 00	124,480 00
For nautical books, maps, charts, and binding; instruments, and repairs thereof; and all expenses of the United States naval observatory and hydrographical office....	68,160 00	69,910 00	61,760 00
For improvement and repair of buildings and grounds and support of the Naval Academy at Annapolis, Maryland.....	39,595 22	57,044 22	48,044 22
For transportation of the mail.....	1,408,850 00	1,408,850 00	1,408,850 00
For preparing for publication the American Nautical Almanac.....	26,880 00	20,880 00	20,880 00
For Stevens's war steamer.....	86,717 84	250,000 00	250,000 00
For completing basin and railway at the navy yard at San Francisco.....	305,000 00	400,000 00	400,000 00
For completing coal depot at Key West....	25 000 00	.....	.....
	4,530,974 06	4,324,634 22	4,330,841 22

## No. 14.

TREASURY DEPARTMENT,  
Second Comptroller's Office, October 30, 1855.

SIR: I have the honor to transmit, in duplicate, the annual statement of the appropriations for the Navy Department for the fiscal year 1854-'55, showing the balances of appropriations on the 1st of July, 1854; the appropriations made for the fiscal year 1854-'55; the repayments and transfers in same time; the amounts applicable to the service of the year 1854-'55; the amounts drawn by requisitions from the treasury in same period; and, finally, the balances on the 30th of June, 1855, with such sums specially designated as have been carried to the surplus fund; prepared in pursuance of an act of Congress approved May 1, 1820.

Very respectfully, sir, your obedient servant,

J. M. BRODHEAD, *Comptroller.*

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

*Statement of the appropriations for the service of the Navy Department from July 1, 1854, to June 30, 1855, made in pursuance of the provisions of the 2d section of the act of Congress of May 1, 1820, entitled "An act in addition to the several acts for the establishment of the Treasury, War, and Navy Departments."*

Heads of appropriations.	Balances of appropriations July 1, 1854.	Appropriations for fiscal year 1854-'55.	Repayments from July 1, 1854, to June 30, 1855.	Amounts applicable to service of the year 1854-'55.	Amounts drawn by requisitions from the treasury during the fiscal year 1854-'55.	Balances June 30, 1855.
Pay of the navy.....	\$22,966 39	\$3,367,648 00	\$334,110 57	\$3,724,724 96	\$3,718,566 48	\$6,158 48
Extra pay to officers, &c., serving in Pacific. (Indefinite).....		220,726 72		220,726 72	220,726 72	
Extra pay to officers of astronomical expedition to Chile. (Indefinite).....		2,561 73		2,561 73	2,561 73	
Prize money.....	49,972 21			49,972 21	500 00	49,472 21
Military contributions in Mexico.....	1,542 13			1,542 13	272 71	1,269 42
Pay of superintendents, &c.....	25,714 46	115,350 00	114 91	141,179 37	108,845 94	32,333 43
Naval School.....	16,725 86	39,678 00	2,105 28	58,509 14	52,161 00	6,348 14
Purchase of Barlow's planetarium.....		2,000 00		2,000 00	2,000 00	
Nautical Almanac.....	2,755 90	20,880 00	508 64	24,144 54	24,144 54	
Meteorological observations.....	803 77	2,000 00		2,803 77	2,250 00	553 77
Books, maps, &c., of hydrographical office.....	23,899 09		21 23	23,920 32	15,234 80	8,685 52
Nautical instruments.....		23,000 00		23,000 00	15,166 00	7,834 00
Publishing Sailing Directions.....		5,500 00		5,500 00	4,910 00	590 00
Wind and current charts.....		10,000 00		10,000 00	9,756 41	243 59
Contingent and wages at observatory.....		9,260 00		9,260 00	7,604 00	1,656 00
Surgeons' necessaries and appliances.....	29,660 58	35,575 00	9,244 93	74,480 51	17,447 33	57,033 18
Navy hospital fund.....	120,313 08		38,603 25	158,916 33	69,285 89	89,630 44
Testing and analysis of alimentary substances.....	2,479 67			2,479 67	1,461 33	1,018 34
Provisions of navy.....	270,591 39	686,200 00	160,238 44	1,117,029 83	1,083,653 51	28,376 32
Clothing of the navy.....	442,490 67		120,359 95	562,850 62	168,786 61	394,064 01
Increase, repairs, &c.....	44,838 93	2,734,950 00	263,310 59	3,043,099 52	2,767,544 40	275,555 12

STATEMENT—Continued.

Heads of appropriations.	Balances of appropriations July 1, 1854.	Appropriations for fiscal year 1854-'55.	Repayments from July 1, 1854, to June 30, 1855.	Amounts applicable to service of the year 1854-'55.	Amounts drawn by requisitions from the treasury during the fiscal year 1854-'55.	Balances June 30, 1855.
Six steam-frigates.....	\$2, 887, 195 38		\$144, 465 59	\$3, 031, 660 97	\$1, 946, 450 11	\$1, 085, 210 86
Mexican hostilities.....		\$26, 156 50		26, 156 50	3, 718 59	22, 437 91
Testing improvements in steam-boilers.....		10, 000 00		10, 000 00		10, 000 00
Stevens's war steamer.....		250, 000 00		250, 000 00	113, 813 48	136, 186 52
Search for Arctic expedition.....		150, 000 00		150, 000 00	140, 042 88	9, 957 12
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	
Survey of George's bank.....			719 77	719 77	*719 77	
Property destroyed at navy yard, Washington.....	525 00			525 00	*525 00	
Contingent expenses.....	34, 351 69	706, 860 00	17, 225 93	758, 437 62	747, 628 92	10, 808 70
Contingent not enumerated.....			768 54	768 54	†768 54	
Steam mail service.....	511, 200 69	1, 010, 858 88		1, 522, 059 57	1, 170, 035 19	352, 024 38
Dry dock at Kittery.....	2, 900 85			2, 900 85	2, 900 85	
Dry dock at Philadelphia.....	3, 319 95			3, 319 95		3, 319 95
Dry dock at Pensacola.....	11, 119 13			11, 119 13	11, 119 13	
Dry dock in California.....	20, 915 32			20, 915 32	650 67	20, 264 65
Basin and railway, California.....	150, 000 00	400, 000 00		550, 000 00	270, 000 00	280, 000 00
Coal depot at Key West.....	8, 945 00			8, 945 00	150 00	8, 795 00
Improvements at Sackett's Harbor.....	18 20	5, 050 00	18 73	5, 086 93	3, 550 00	1, 536 93
Navy yard, Portsmouth, N. H.....		63, 550 00	120 30	63, 670 30	58, 593 44	5, 076 86
Navy yard, Boston, Mass.....	54, 540 15	166, 750 00	13, 508 42	234, 798 57	68, 721 68	166, 076 89
Navy yard, New York.....	17, 990 18	171, 615 00	12, 031 35	201, 636 53	201, 636 53	
Navy yard, Philadelphia.....	13, 804 61	37, 726 00	1, 406 46	52, 937 07	52, 136 07	801 00
Navy yard, Washington.....	57, 886 71	223, 067 00	681 70	281, 635 41	212, 381 02	69, 254 39

Navy yard, Norfolk.....	8,187 45	162,281 00	5,029 20	175,497 65	169,388 38	6,109 27
Navy yard, Pensacola.....	67,901 05	143,500 00	4,607 61	216,008 66	198,628 37	17,380 29
Navy yard, Memphis.....	30,527 83	-----	20,871 01	51,398 84	3,280 89	48,117 95
Navy yard, San Francisco.....	91,650 99	200,000 00	-----	291,650 99	291,650 99	-----
Naval hospital, Boston.....	1,119 49	1,000 00	153 63	2,273 12	1,262 00	1,011 12
Naval hospital, New York.....	-----	4,300 00	-----	4,300 00	4,288 19	11 81
Naval hospital, Philadelphia.....	2,529 37	4,745 00	136 11	7,410 48	4,537 00	2,873 48
Naval hospital, Norfolk.....	9,165 02	1,000 00	1,349 10	11,514 12	8,105 00	3,409 12
Naval hospital, Pensacola.....	24,713 90	4,581 00	2,146 91	31,441 81	30,083 87	1,357 94
Naval magazine, Boston.....	3,142 63	1,365 00	-----	4,507 63	298 00	4,209 63
Naval magazine, New York.....	3,520 57	11,359 00	-----	14,879 57	14,879 57	-----
Naval magazine, Washington.....	6,450 00	10,900 00	-----	17,350 00	1,138 00	16,212 00
Naval magazine, Norfolk.....	6,588 55	14,600 00	-----	21,188 55	5,439 00	15,749 55
Pay of marine corps.....	29,140 21	237,116 44	6,880 11	273,136 76	271,489 06	1,647 70
Provisions of marine corps.....	-----	29,984 75	15,800 00	45,784 75	45,784 75	-----
Contingent of marine corps.....	-----	25,000 00	-----	25,000 00	25,000 00	-----
Clothing of marine corps.....	-----	52,064 00	12,127 27	64,191 27	64,191 27	-----
Fuel of marine corps.....	-----	14,194 50	12,678 71	26,873 21	26,873 21	-----
Transportation, &c., of marine corps.....	-----	12,000 00	4,582 03	16,582 03	16,582 03	-----
Military stores, marine corps.....	-----	8,000 00	-----	8,000 00	8,000 00	-----
Repair of barracks, marine corps.....	-----	6,000 00	-----	6,000 00	6,000 00	-----
Relief of James Glynn and others, act February 22, 1849. (Indefinite).....	-----	260 00	-----	260 00	260 00	-----
Relief of Lewis A. Simonds, act July 29, 1854. (Indefinite).....	-----	800 00	-----	800 00	800 00	-----
Relief of Passed Midshipmen George P. Welsh and Clark H. Wells. (Indefinite).....	-----	684 59	-----	684 59	684 59	-----
Relief of widows and orphans of the forward officers of the brig Somers, act July 27, 1854. (Indefinite).....	-----	108 00	-----	108 00	108 00	-----
Relief of widows and orphans of the officers, &c., who were lost in the schooner Grampus in 1843, act July 27, 1854. (Indefinite).....	-----	5,376 00	-----	5,376 00	5,376 00	-----
Relief of Captain E. A. Lavalette, act June 22, 1854. (Indefinite).....	-----	246 67	-----	246 67	246 67	-----
Relief of S. B. Addison, act Aug. 1, 1854. (Indefinite).....	-----	1,300 76	-----	1,300 76	1,300 76	-----
Relief of William D. Porter, act August 3, 1854. (Indefinite).....	-----	2,024 32	-----	2,024 32	2,024 32	-----

\* Carried to surplus fund.

† \$138 29, surplus fund.

**STATEMENT—Continued.**

Heads of appropriations.	Balances of appropriations July 1, 1854.	Appropriations for fiscal year 1854-'55.	Repayments from July 1, 1854, to June 30, 1855.	Amounts applicable to service of the year 1854-'55.	Amounts drawn by requisitions from the treasury during the fiscal year 1854-'55.	Balances June 30, 1855.
Relief of Charles J. Porcher, act January 12, 1855. (Indefinite).....		\$1,342 46		\$1,342 46	\$1,342 46	
Relief of Thomas B. Parsons, act January 12, 1855. (Indefinite).....		963 00		963 00	963 00	
Relief of Zachariah Lawrence, act February 17, 1854. (Indefinite).....		2,645 40		2,645 40	2,645 40	
Relief of Titian R. Peale, act March 3, 1855. (Indefinite).....		1,782 20		1,782 20	1,782 20	
Relief of Sarah Morris, act Mar. 3, 1855. (Indefinite).....		123 73		123 73	123 73	
<b>Total.....</b>	<b>\$5,114,959 23</b>	<b>11,458,610 65</b>	<b>\$1,205,926 27</b>	<b>17,779,496 15</b>	<b>14,518,833 16</b>	<b>\$3,260,662 99</b>

**RECAPITULATION.**

Amount applicable to the service of the fiscal year 1854-'55, as per aggregate of fourth column.....	\$17,779,496 15
From which deduct amount of refunding and transfer requisitions, as per third column .....	1,205,206 50
Will show the amount applicable to the above period.....	<u>16,574,289 65</u>
From which deduct amount drawn by requisitions from the treasury, as per aggregate of fifth column .....	\$14,518,833 16
From which last sum deduct amount of transfer and refunding requisitions.....	1,205,206 50
	<u>13,313,626 66</u>
Will leave the aggregate of the fifth column of balances on 30th June, 1855.....	<u><u>3,260,662 99</u></u>

TREASURY DEPARTMENT, *Second Comptroller's Office, October, 1855.*



No. 15.

TREASURY DEPARTMENT,  
*Fourth Auditor's Office, December 12, 1855.*

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 July 1, 1854, to June 30, 1855.

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

HON. JAMES 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 July 1, 1854, to June 30, 1855, inclusive.*

No. of report.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
269	July 7	Walker Anderson.....	Navy agent.....	\$10,616 65	.....	Advertising, travel, &c.
271	8	B. D. Heriot.....	do.....	369 57	.....	Do. do.
277	11	G. F. Cutter.....	Purser.....	106 64	.....	Postage, &c.
280	12	B. F. Angel.....	Consul.....	322 87	.....	Storage of coal, &c.
282	12	J. H. Briscoe.....	Navy agent.....	1,076 66	.....	Pilotage, printing, &c.
288	14	H. Darcantel.....	Lieutenant.....	80 82	.....	Rent, stationery, &c.
290	15	H. T. Hulbert.....	Acting purser.....	5,139 30	.....	Advertising, printing, &c.
294	17	J. B. Randolph.....	Lieutenant.....	471 37	.....	Travel.
296	18	S. Swartwout.....	Acting purser.....	88 87	.....	Pilotage, &c.
298	18	do.....	do.....	19 00	.....	Do.
299	18	J. G. Strain.....	Lieutenant.....	2,461 80	.....	Expenses of his expedition.
300	18	J. J. Cornwell.....	Midshipmen.....	50 00	.....	Travel.
301	18	W. A. Wayne.....	Lieutenant.....	450 67	.....	Travel to Sandwich Islands.
308	19	H. T. Hulbert.....	Navy agent.....	3,984 58	.....	Printing, travel, &c.
313	22	Alex. Murray.....	Lieutenant.....	544 61	.....	Pilotage, &c.
314	24	S. P. Todd.....	Purser.....	9,607 28	.....	
317	27	T. P. McBlair.....	do.....	1,158 22	.....	
320	Aug. 4	D. B. Martin.....	Chief engineer.....	663 85	.....	Travel and premium on draft.
321	7	S. Forrest.....	Purser.....	5,349 88	.....	
322	8	A. A. Belknap.....	do.....	900 77	.....	
323	9	E. O. Perrin.....	Late acting purser.....	922 40	.....	Commissions, travel, &c.,
324	11	do.....	Navy agent.....	5,526 77	.....	Do do.
327	15	H. T. Hulbert.....	Acting purser.....	2,543 66	.....	Do do.
329	17	C. Swackhamer.....	Navy agent.....	26,777 37	.....	Do do.
331	21	A. Day.....	do.....	2,468 45	.....	Do do.
332	22	W. Anderson.....	do.....	5,599 86	.....	Do do.

333	23	E. Fitzgerald.....	Purser.....	34 21	.....	
334	24	H. T. Hulbert.....	Navy agent.....	6,784 62	.....	Advertising, travel, &c.
335	24	..... do .....	Acting purser.....	2,592 65	.....	Do do.
336	24	B. D. Heriot.....	Navy agent.....	625 78	.....	Do do.
338	25	J. McKeever.....	Captain.....	934 00	.....	Pilotage, &c.
339	26	N. Moses.....	Navy agent.....	2,642 31	.....	Commissions, advertising, &c.
341	28	B. J. Cahoon.....	Purser.....	75 94	.....	Postage, &c.
343	29	H. T. Hulbert.....	Navy agent.....	1,735 02	.....	Advertising, travel, &c.
344	30	S. P. Todd.....	Purser.....	10,452 86	.....	Freight, apprehending deserters, &c.
345	31	H. M. Hieskell.....	do.....	4,055 49	.....	Do do.
346	Sept. 4	S. Ramsey.....	do.....	5,181 77	.....	Do do.
347	4	F. C. Hall.....	Captain marine corps.....		\$7 80	
352	18	G. W. Kimball.....	Commercial agent.....		100 00	Transportation of a marine.
353	20	H. Bridge.....	Purser.....	1,716 31	.....	Pilotage, &c.
354	22	J. O. Bradford.....	do.....	493 94	.....	Do do.
355	22	..... do .....	do.....	4,701 84	.....	Do do.
356	26	Lewis Warrington.....	Purser.....	6,411 85	.....	Pay of watchmen, travel, &c.
358	Oct. 3	W. T. Glassell.....	Midshipman.....	224 20	.....	Travel.
365	11	J. W. Dunnington.....	do.....	208 30	.....	Do.
368	13	S. Swartwout.....	Acting purser.....	1 33	.....	Postage.
370	16	A. A. Nicholson.....	Quartermaster m. corps.....		13,416 99	Officers' quarters, constant labor, &c.
371	21	G. Loyall.....	Navy agent.....	7,110 42	.....	Advertisement, travel, &c.
372	21	B. J. Cahoon.....	Purser.....	97 40	.....	Postage, &c.
375	23	A. G. Allen.....	Navy agent.....	16,567 90	.....	Travel, freight, commissions, &c.
376	23	E. D. Reynolds.....	Purser.....	244 33	.....	Towage, &c.
377	23	..... do .....	do.....	496 67	.....	Do.
381	25	G. F. Cutter.....	do.....	3 17	.....	Postage.
384	28	B. B. Taylor.....	Midshipman.....	198 50	.....	Travel.
386	Nov. 2	G. Brown.....	do.....	204 90	.....	Do.
369	Oct. 16	J. S. Gulick.....	Purser.....	5,311 68	.....	Freight, pilotage, &c.
389	Nov. 10	W. J. Kelly.....	do.....	148 72	.....	Travel and postage.
393	18	Baring Brother & Co.....	Navy agents.....	9,966 21	.....	Commissions, travel, &c.
394	28	C. Swackhamer.....	Navy agent.....	13,943 67	.....	Do do.
396	30	W. L. Long.....	Naval storekeeper.....	78 00	.....	
400	Dec. 7	A. G. Allen.....	Navy agent.....	7,000 00	.....	Travel, advertisements, &c.
403	12	J. H. Briscoe.....	do.....	1,531 56	.....	Do do.
404	12	T. Ap C. Jones.....	Captain.....	4,708 62	.....	
405	15	J. H. Wright.....	Navy agent.....	14,760 51	.....	Commissions, freight, &c.
406	16	J. B. Rittenhouse.....	Purser.....	52 89	.....	Postage and travel.

No. 15—Continued.

No. of report.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
407	Dec. 18	H. M. Heiskell.....	Purser.....	\$4,192 60	.....	Pilotage, apprehending deserters, &c.
408	21	W. Anderson.....	Navy agent.....	6,597 73	.....	Stationery, commissions, &c.
409	22	B. D. Heriot.....	do.....	381 96	.....	Travel, &c.
410	23	D. Fauntleroy.....	Late purser.....	6,021 61	.....	Do.
412	26	T. P. McBlair.....	Purser.....	1,160 19	.....	Do.
413	28	Jesse Taylor.....	Midshipman.....	239 55	.....	Travel.
417	30	J. McMcIntosh.....	Captain.....	37 48	.....	Do.
426	Jan. 10	S. Ramsey.....	Purser.....	5,567 34	.....	Stationery, freight, &c.
427	10	Baring Brothers & Co...	Navy agents.....	9,636 95	.....	Commissions, travel, &c.
430	13	T. B. Nalle.....	Purser.....	9,140 00	.....	Pay of watchmen.
431	13	L. Warrington.....	do.....	2,864 63	.....	Do.
432	13	D. Fauntleroy.....	Late purser.....	110 50	.....	Travel.
433	16	G. Loyall.....	Navy agent.....	7,549 92	.....	Advertisements, freight, &c.
434	17	H. T. Hulbert.....	do.....	2,179 61	.....	Do do.
435	18	E. Fitzgerald.....	Purser.....	117 52	.....	Travel.
447	Feb. 3	A. Welch.....	do.....	8,450 46	.....	Freight, travel, &c.
448	3	J. G. Harris.....	do.....	12,529 32	.....	Pilotage, towage, freight, &c.
449	6	J. A. Semple.....	do.....	16,369 61	.....	Travel, postage, &c.
450	9	B. D. Heriot.....	Navy agent.....	439 52	.....	Commissions, &c.
453	10	J. O. Bradford.....	Purser.....	6,387 66	.....	Freight, apprehending deserters, &c.
455	15	A. G. Allen.....	Navy agent.....	12,020 37	.....	Commissions, travel, &c.
456	15	H. T. Hulbert.....	Acting purser.....	2,143 00	.....	Do do.
459	17	J. H. Briscoe.....	do.....	130 00	.....	Travel.
462	20	S. P. Todd.....	Purser.....	8,470 89	.....	Stationery, postage, freight, &c.
463	21	E. D. Reynolds.....	do.....	141 25	.....	Travel.
466	23	T. P. McBlair.....	do.....	3,939 67	.....	Pilotage, &c.
470	26	S. Forrest.....	do.....	5,837 08	.....	Pay of watchmen, &c.
478	28	J. H. Briscoe.....	Navy agent.....	8,466 86	.....	Commissions, travel, &c.
482	Mar. 8	B. J. Cahoon.....	Purser.....	47 79	.....	Travel.
488	16	J. C. Carter.....	Acting purser.....	350 00	.....	Do.

489	16	Tm. Winn .....	For purser .....	8,391 79	.....	Allowance for clerk-hire from 18th May, 1815, to 12th May, 1829.
490	19	C. Swackhamer .....	Navy agent.....	14,415 77	.....	Commissions, travel, boxes, &c.
491	20	J. Wilson .....	Purser.....	4,903 77	.....	Pilotage, freight, &c.
493	27	A. A. Nicholson.....	Quartermaster m. corps .....	.....	\$11,121 67	Per diem, quarters, postage, &c.
494	28	W. Anderson .....	Navy agent.....	5,295 45	.....	Advertising, travel, &c.
496	29	W. P. McArthur .....	Acting purser.....	8 40	.....	Postage.
499	30	C. C. Upham .....	Purser .....	4,045 80	.....	Towage, freight, &c.
500	2	N. Moses.....	Navy agent.....	4,201 52	.....	Commissions, travel, &c.
506	5	J. De Bree .....	Purser .....	369 47	.....	Apprehending deserters, &c.
507	9	A. Taylor .....	Acting purser .....	45 21	.....	Travel.
509	10	S. P. Todd .....	Purser .....	11,624 02	.....	Pay of watchmen, stationery, &c.
515	12	N. B. Harrison.....	Acting purser .....	1,436 80	.....	Pilotage, &c.
516	16	J. A. Semple.....	Purser .....	7,731 66	.....	Travel, stationery, &c.
519	18	B. J. Cahoon .....	do.....	74 09	.....	Postage, &c.
522	20	T. P. McBlair .....	do.....	2,059 78	.....	Freight, travel, &c.
523	20	C. W. Dabney .....	Consul .....	60 58	.....	Travel.
526	21	N. B. Harrison.....	Acting purser.....	89 00	.....	Do.
524	21	J. B. Rittenhouse.....	Purser.....	5 04	.....	Postage.
528	21	J. H. Wright .....	Navy agent.....	19,245 47	.....	Commissions, travel, &c.
529	23	T. B. Nalle .....	Purser .....	11,055 75	.....	Pay of watchmen, &c.
532	30	A. G. Allen .....	Navy agent.....	22,676 49	.....	Travel, freight, &c.
533	30	J. O. Bradford .....	Purser .....	6,216 36	.....	Do do.
535	2	E. C. Doran .....	do.....	13,432 04	.....	Do do.
536	3	S. Ramsey.....	do.....	6,199 82	.....	Do do.
537	7	A. Day.....	Navy agent.....	23,648 60	.....	Do do.
538	7	S. P. Todd .....	Purser .....	14,500 82	.....	Pay of watchmen, &c.
540	8	H. T. Hulbert .....	Acting purser.....	887 71	.....	Postage, stationery, &c.
541	9	A. A. Nicholson .....	Quartermaster m. corps .....	.....	8,271 21	Quarters, per diem, &c.
546	14	O. H. Berryman .....	Acting purser.....	196 49	.....	Travel.
549	15	J. A. Semple.....	Purser .....	1,465 98	.....	Travel, stationery, &c.
550	16	G. S. Blake .....	Commander .....	249 00	.....	Travel.
552	17	T. B. McBlair .....	Purser .....	3 15	.....	Postage.
555	19	H. T. Hulbert .....	Navy agent.....	2,846 19	.....	Commissions, travel, &c.
556	19	A. J. Mitchell.....	Purser .....	464 73	.....	Stationery, &c.
558	25	J. H. Briscoe.....	Navy agent.....	7,641 40	.....	Travel, stationery, &c.
560	4	Baring Brother & Co.....	do.....	8,330 24	.....	Commissions, travel, &c.
565	13	T. W. Brent.....	Lieutenant .....	205 45	.....	Travel.
568	14	J. H. Briscoe.....	Acting purser.....	103 00	.....	Travel and postage.

No. 15—Continued.

No. of report.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
567	June 16	W. A. Christian.....	Late purser .....	\$90 20	.....	Freight and postage.
568	19	A. G. Allen.....	Navy agent.....	26,608 86	.....	Freight, travel, &c.
569	19	T. B. Nalle.....	Purser .....	7,782 99	.....	Pay of watchmen, &c.
574	23	S. Ramsey .....	do.....	4,224 51	.....	Pilotage, stationery, &c.
575	23	J. B. Rittenhouse .....	do.....	15 92	.....	Postage.
576	26	J. Wilson .....	do.....	3,451 48	.....	Freight, travel, &c.
577	27	B. J. Cahoon .....	do.....	24 81	.....	Postage, &c.
578	30	J. Smith .....	Navy agent.....	29,336 88	.....	Commissions, freight, &c.
				635,782 06	\$32,917 67	

A. O. DAYTON.

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 12, 1855.*